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XL Tafeln

zur

angewandten Baukunde des Ingenieurs.

Der

Straßen- und Eisenbahnbau

in seinem ganzen Umfange

von

Max Becker,

Baurath bei Großherzogl. Ober-Direktion des Wasser- und Straßenbaues, vorm. Professor an der Ingenieurschule des Polytechnikums zu Carlsruhe, Ritter des Großherzogl. badischen Zähringer Löwenordens, des Königl. preuß. Kronordens III. Classe, des Königl. baierischen Verdienstordens vom h. Michael, des Herzogl. nassauischen Civilverdienstordens Adolph von Nassau.

Dritte verbesserte und vermehrte Auflage.

Stuttgart.

Verlagsbuchhandlung von Carl Mäcken.

1870.

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Ausgeführt in der Buchdruckerei und Anstalt für Lithographie, Farbendruck und Xylographie von J. C. Mäcken Sohn in Reutlingen.

Verzeichniß der Tafeln.

Tafel	
I.	Bestimmung der allgemeinen Straßenrichtung — Höhenkarten — Horizontalkurven.
II.	Situationsplan mit Horizontalkurven zur Construction einer Straßenlinie.
III.	Straßennivellement — Graphische Vertheilung der Erdmassen und Bestimmung der Transportweiten — Querprofile.
IV.	Querprofile einer Straße in der Ebene und im Gebirge — Rampen — Materialplätze.
V.	Straßendohlen.
VI.	Wegweiser — Wehrsteine — Sitzbänke — Barrieren.
VII.	Straßenwalze — Kiessortirungsmaschine — Maschine zum Kothabziehen und Fegen der Fahrbahn — Kastenmaaß.

Eisenbahnbau.

VIII.	Verschiedene Längenprofile von ausgeführten Eisenbahnen.
VIII. a	Situationsplan einer Eisenbahn. Profil des lichten Raumes — Kurvenabsteckung.
IX.	Querprofile einer Eisenbahn.
X.	Oberbau einer Eisenbahn — Verschiedene Schienenformen — Stühle — Unterlagsplatten — Laschen.
XI.	Oberbau der badischen Staatsbahnen.
XII.	Eiserner Oberbau — Einzelunterstützungen und Querschwellensysteme.
XIII.	Eiserner Oberbau — Langschwellensysteme.
XIV.	Weichen- und Verbindungsgeleise.
XV.	Weichenconstructionen und Weichenböcke oder Excenters.
XVI.	Weichen und Kreuzungen.
XVII.	Weichen und Kreuzungen.
XVIII.	Einfache und englische Weiche.
XIX.	Drehscheiben.
XX.	Drehscheibe von 11·4 M. Durchmesser.
XXI.	Schiebebühnen mit und ohne Grube.
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XXIII.	Wegübergänge und Barrieren.
XXIV.	Barrieren.
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XXVI. XXVII.	Kleinere Stationen der bad. Staatsbahnen.
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XXXI.	Construction der Dachstühle für Hallen — Güterschuppen — Locomotivremisen.
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XXXIII.	Speisungseinrichtungen auf verschiedenen Bahnen.
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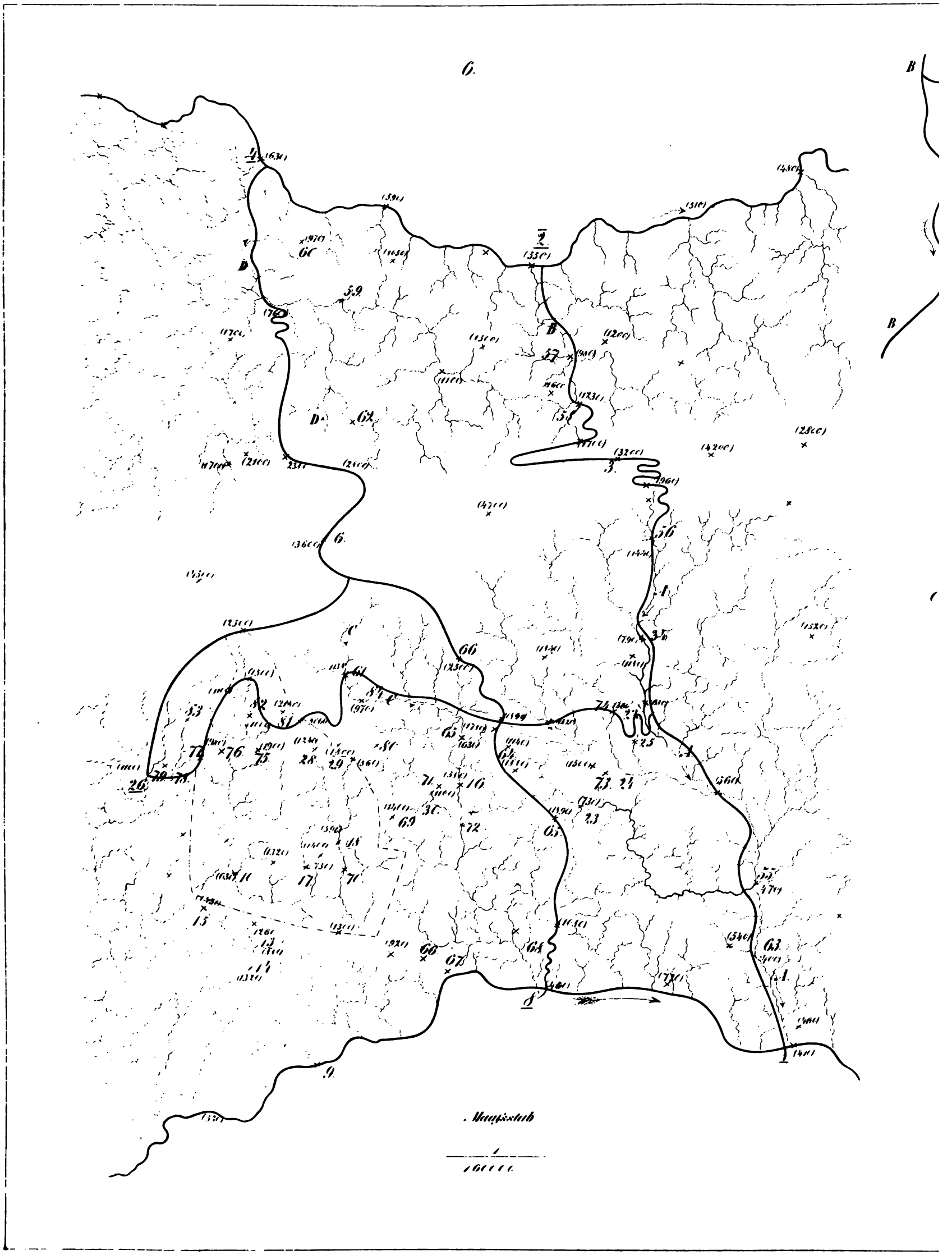
XXXVI.	Construction verschiedener Locomotiven.
XXXVII.	Verschiedene Wagenconstructionen.
XXXVIII.	Schienenfabrikation — Verschied. Werkzeuge zur Bahnunterhaltung.
XXXIX.	Signale.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Maaßstab

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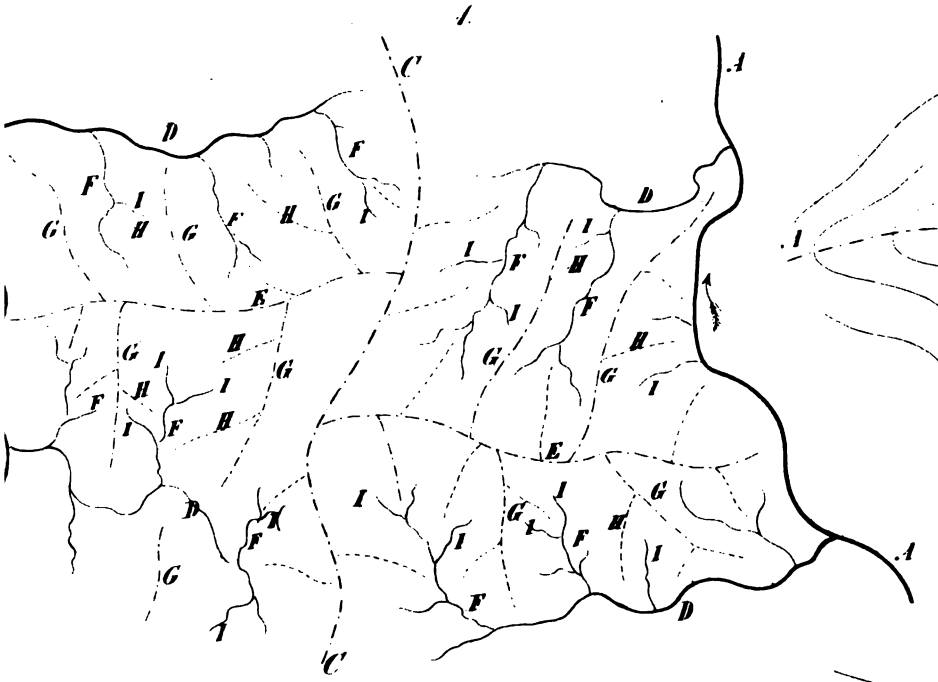

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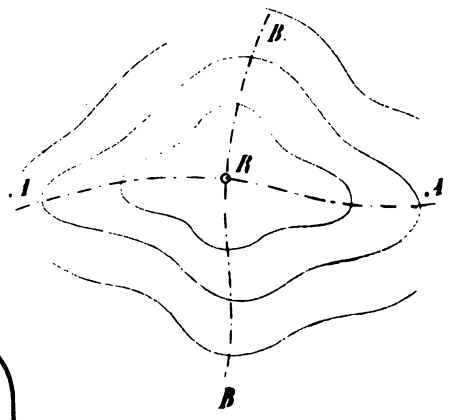

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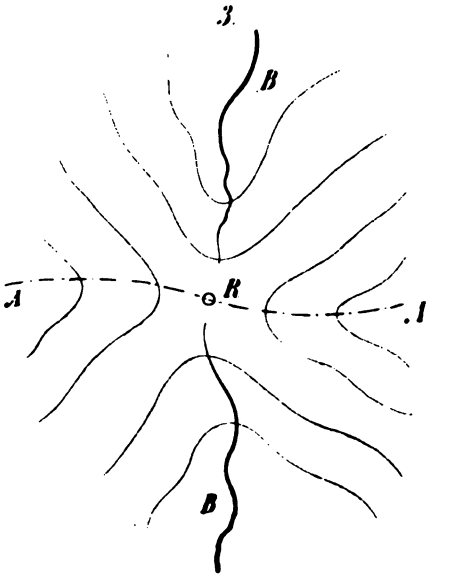

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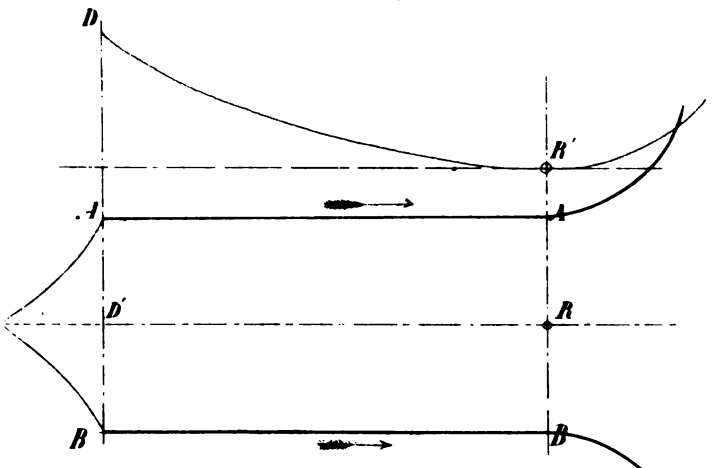

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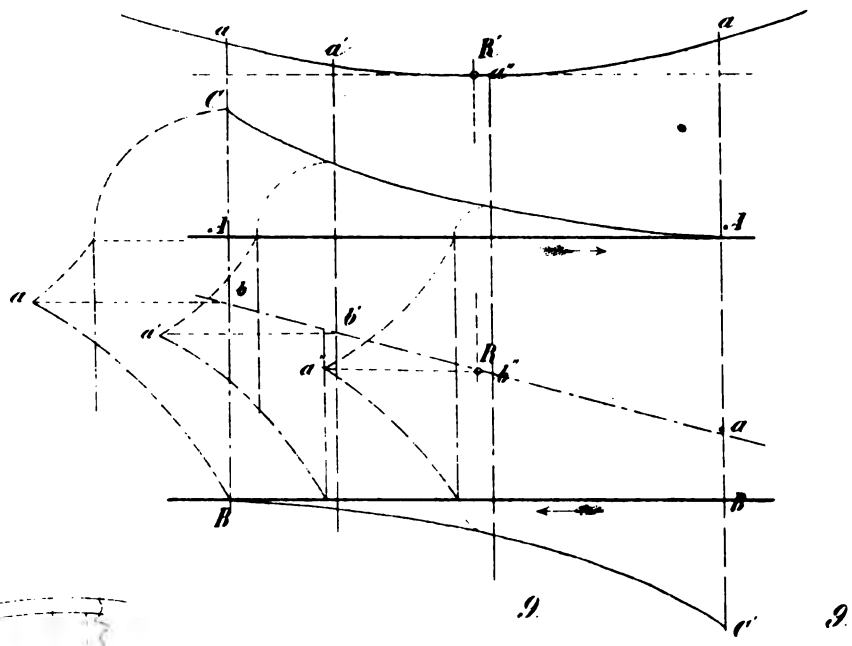

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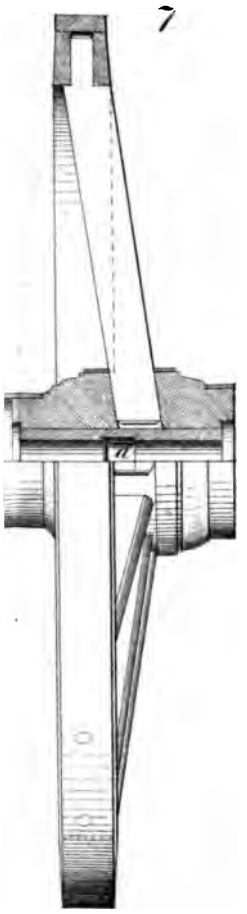

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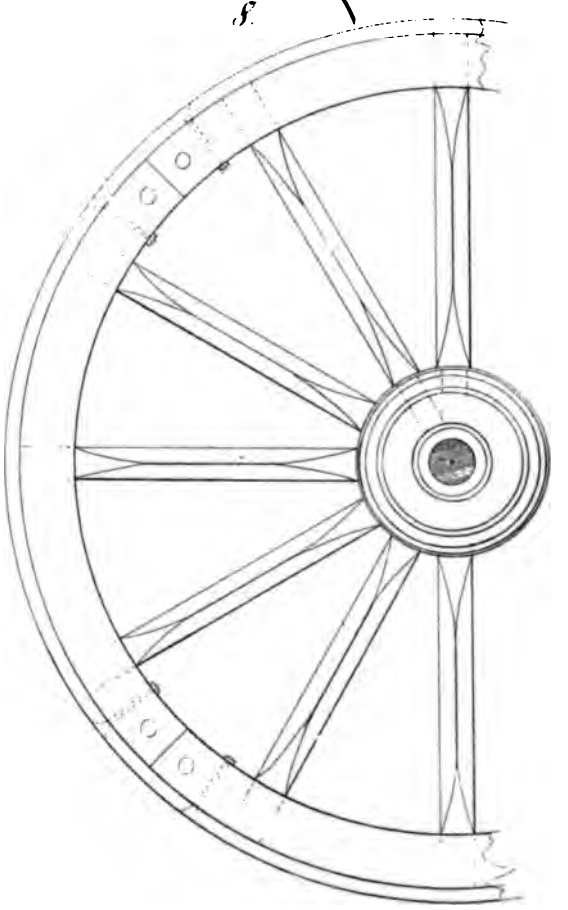

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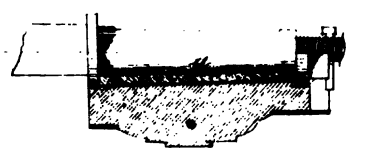

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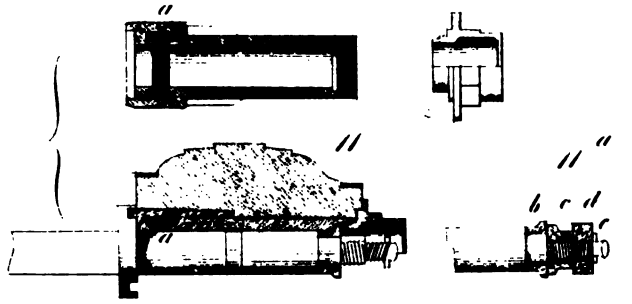

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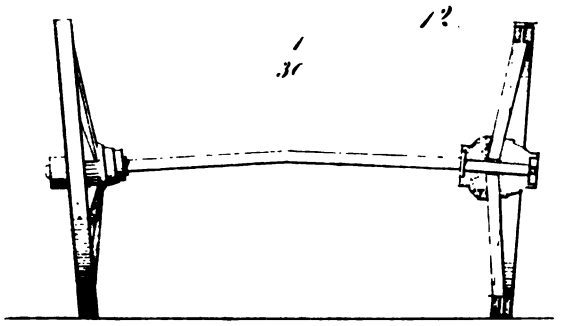

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Der

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in seinem ganzen Umfange

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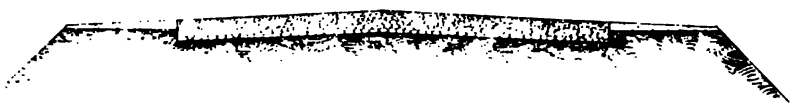

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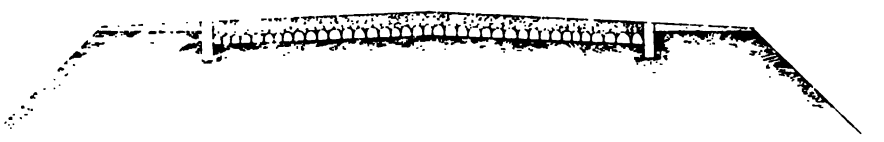

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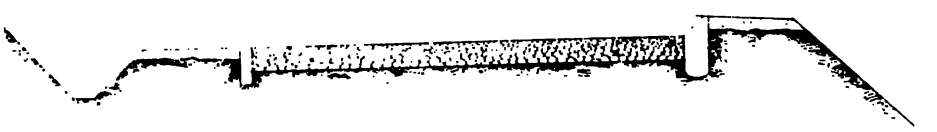

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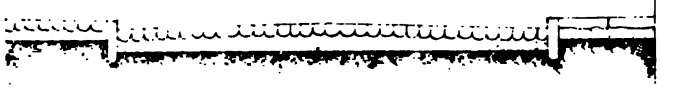

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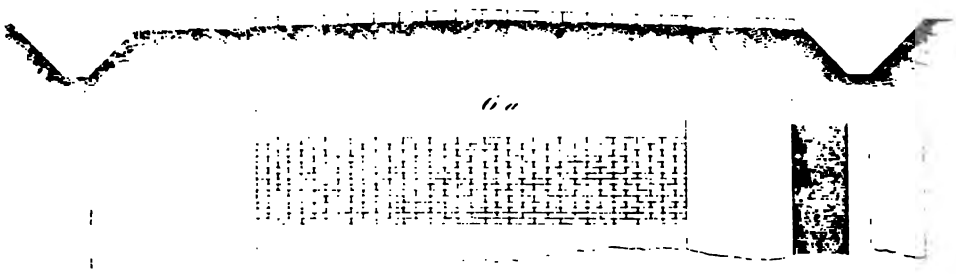

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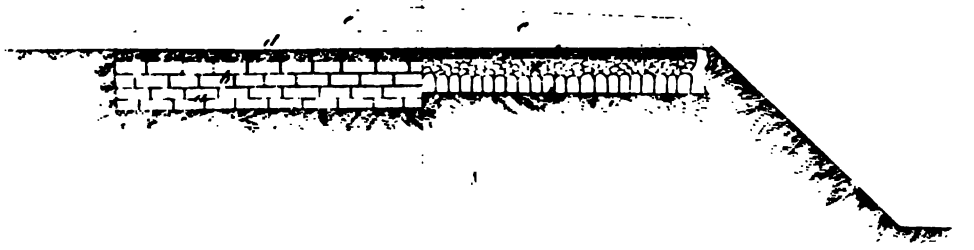

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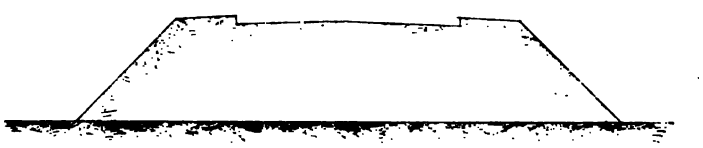

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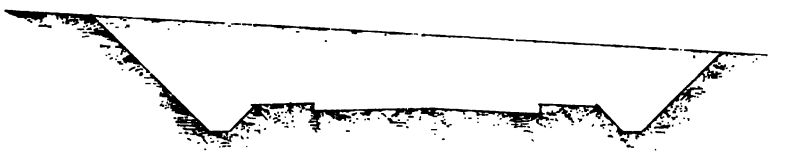

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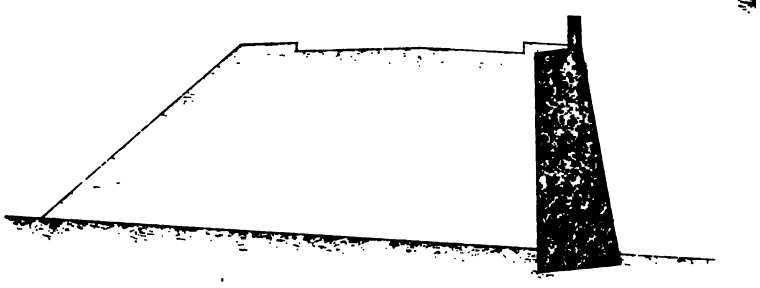

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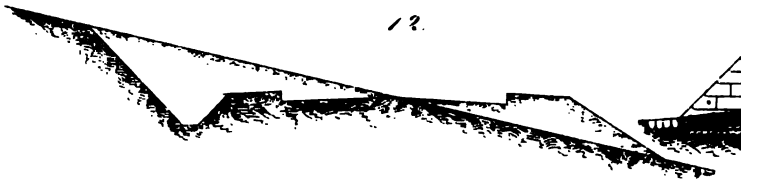

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2a.

2.

8b.

1b

1c.

2b

2c.

3.

zu 1. 2. u 3.

7a.

7b.

3a.

3b.

5b.

5c.

4b.

4c.

4.

zu 4 u. 5

4a

8 b.

8

7.

8 a.

4 c.

6.

zu 6 u 8.

6 a.

zu 6a & 6b.

6 b.

5.

7 c.

5 a.

1

Von Ettlingen nach Carlsruhe

2

Carlsruhe
Ettlingen

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Nach Hall

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Offenbach Frankfurt

von Carlsruh

16.

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13 a

13 b

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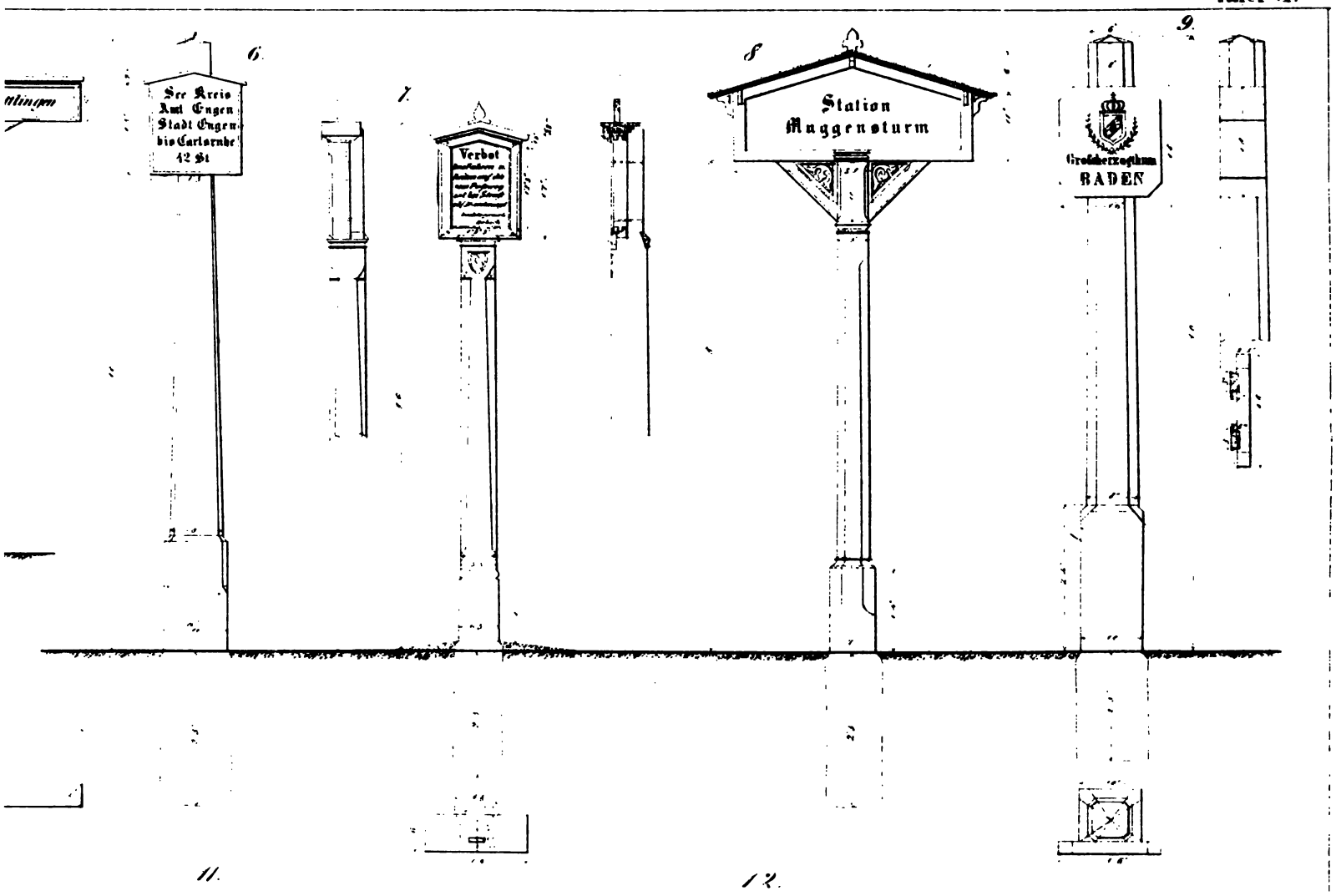
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See Kreis
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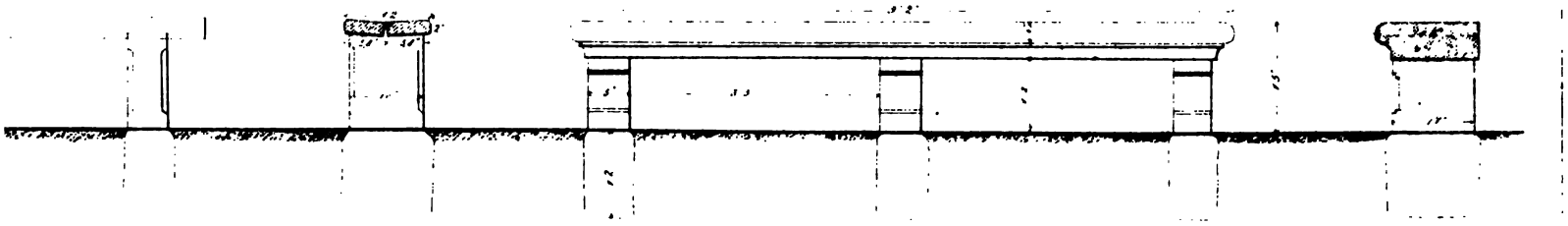

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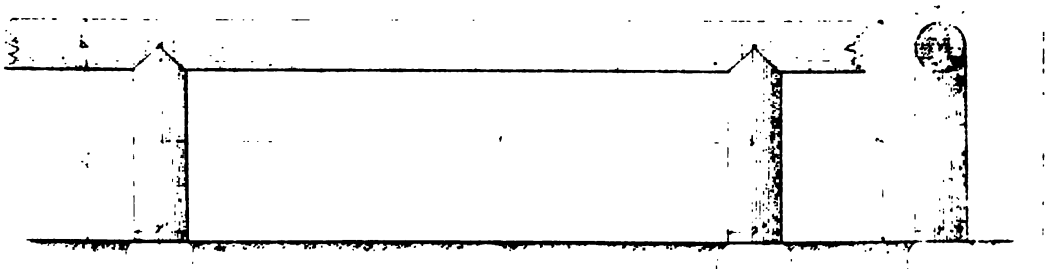

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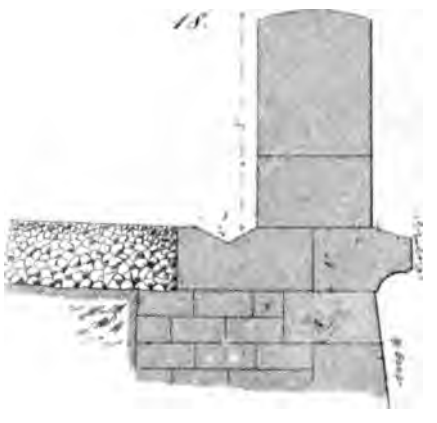

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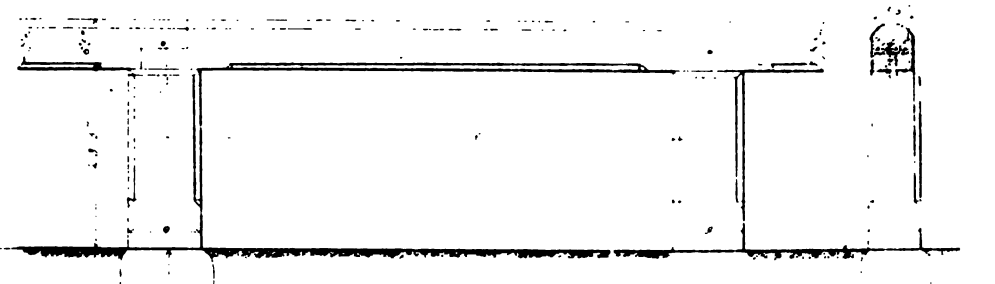

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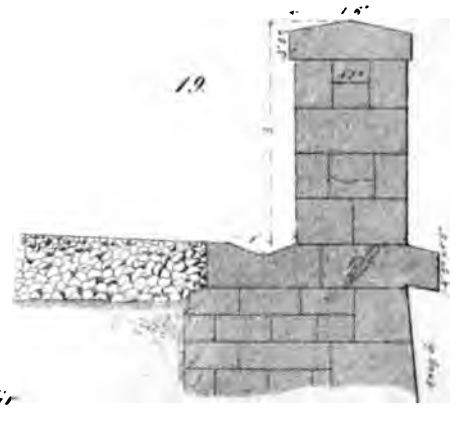

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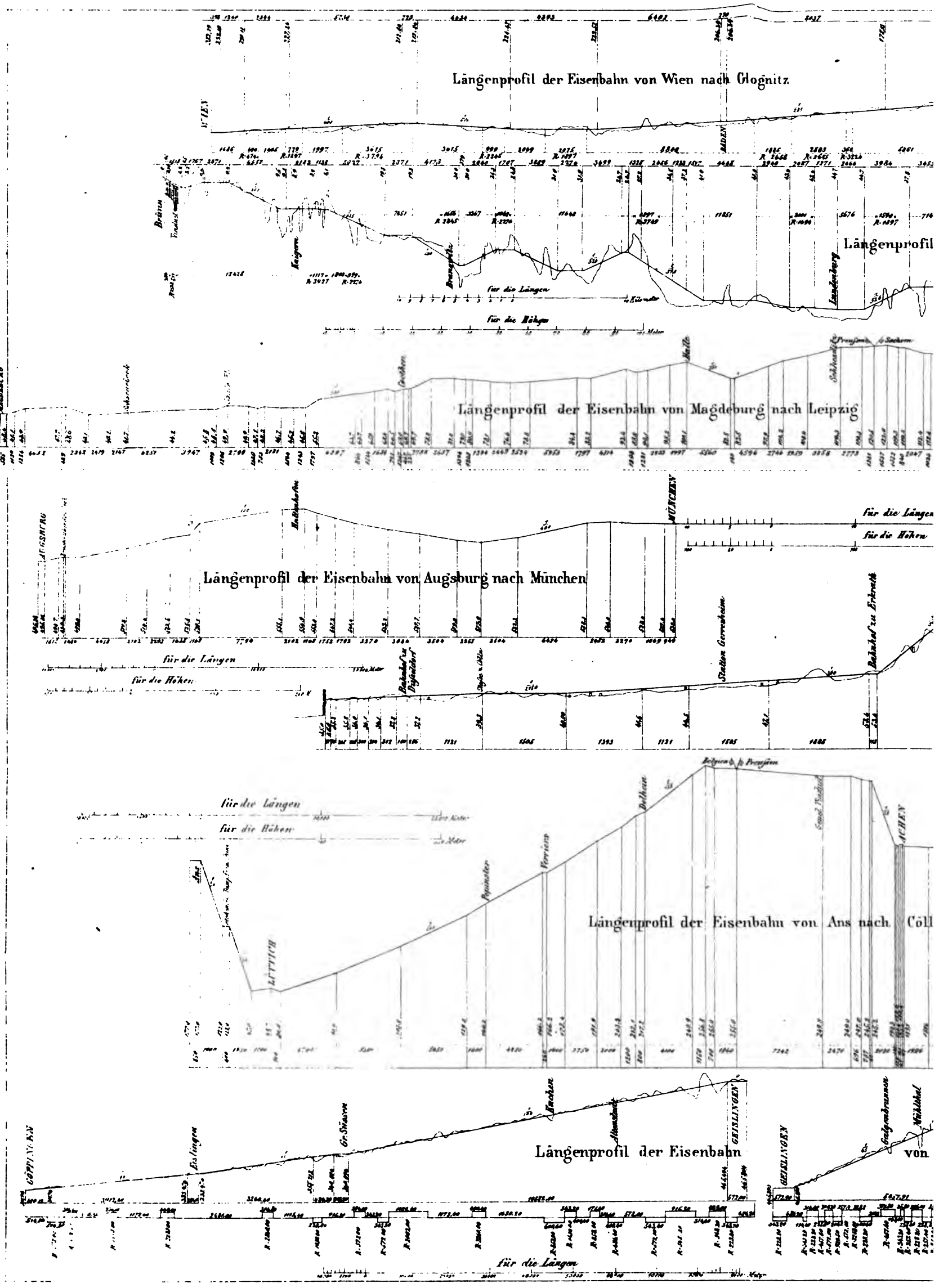
Längenprofil der Eisenbahn von Wien nach Glognitz
Längenprofil
für die Längen
für die Höhen
Längenprofil der Eisenbahn von Magdeburg nach Leipzig
Längenprofil der Eisenbahn von Augsburg nach München
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für die Höhen
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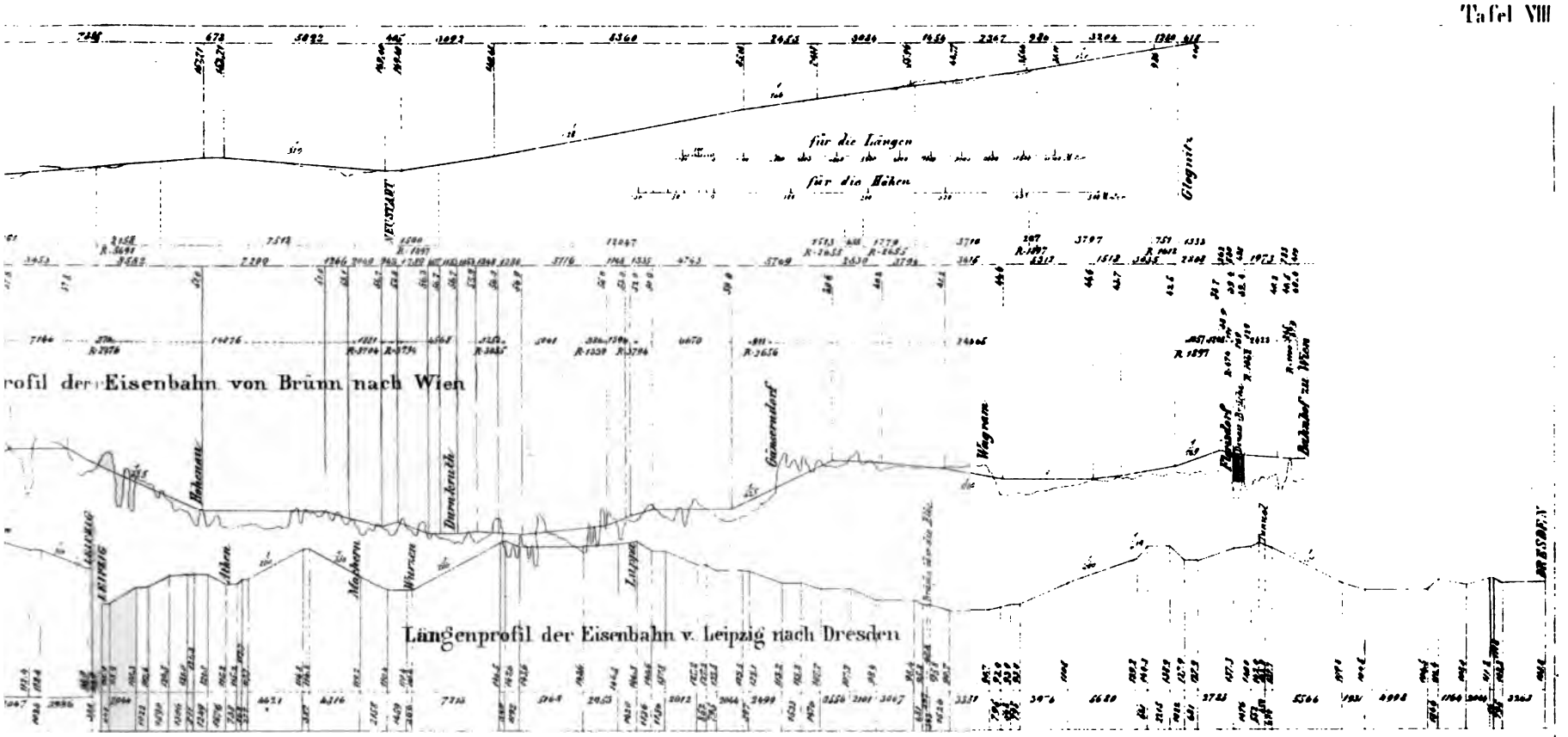
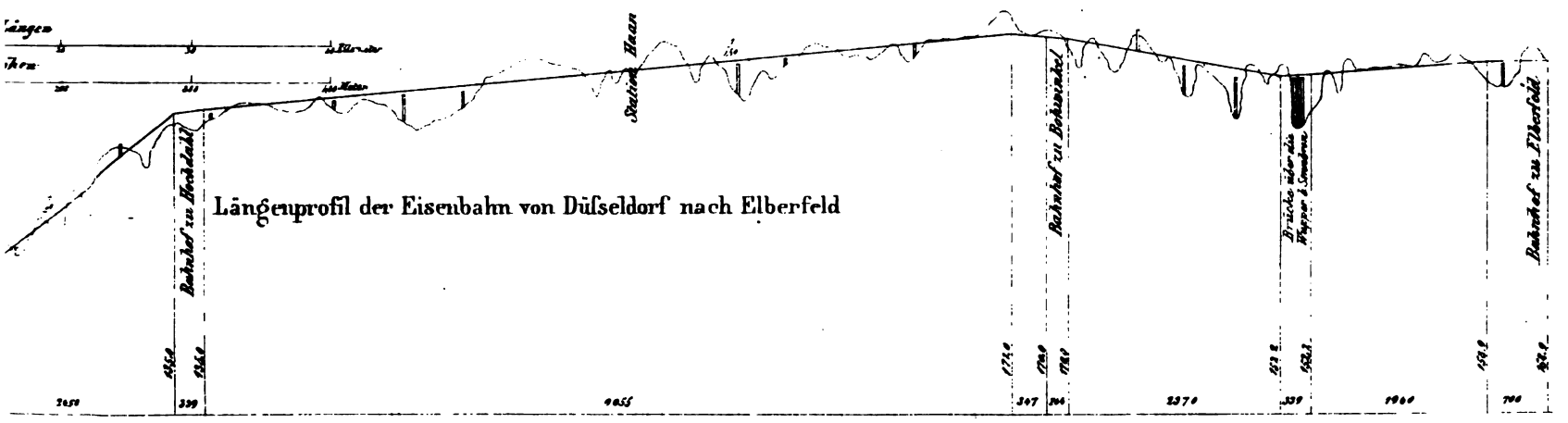
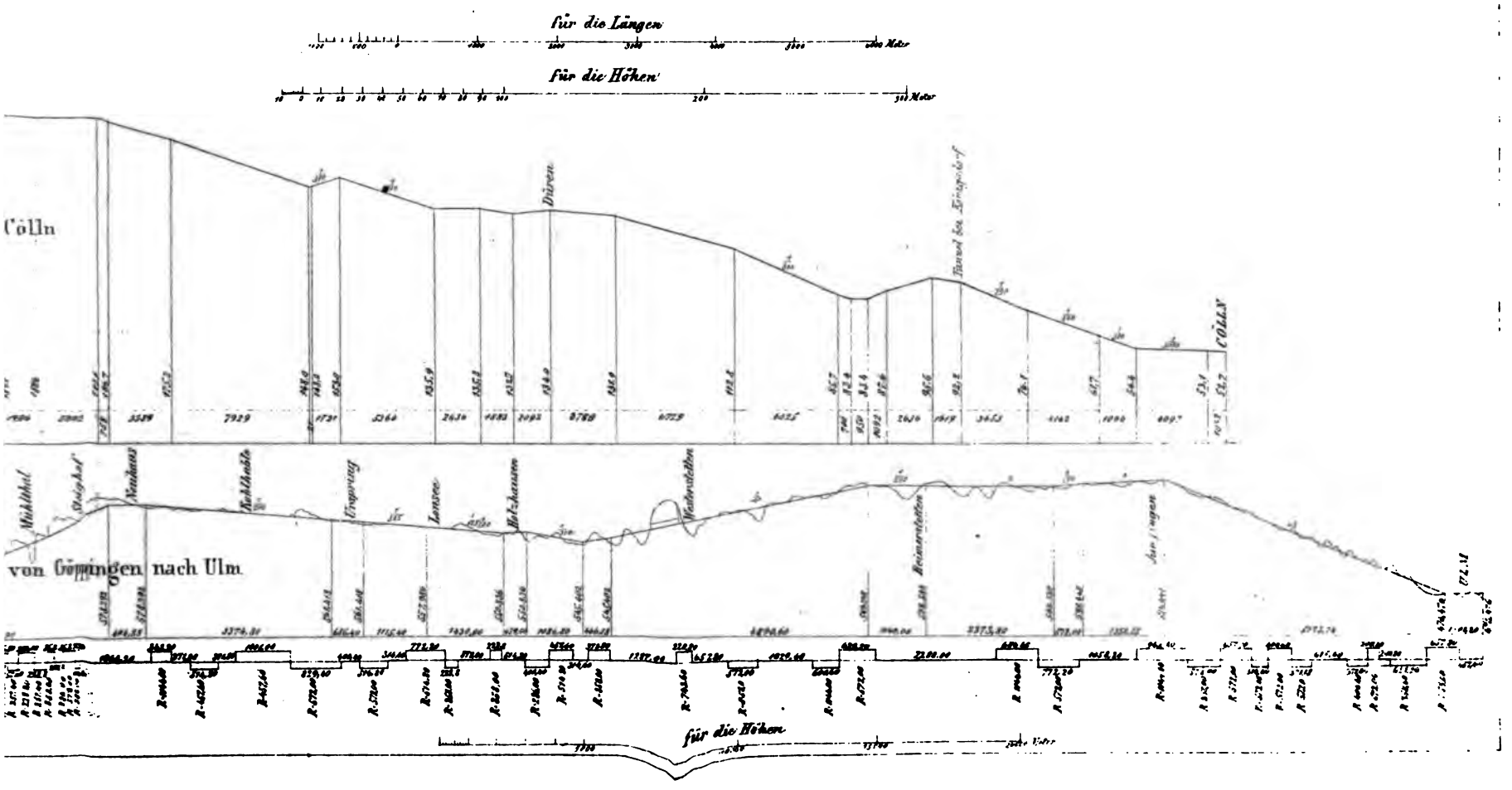


Profil der Eisenbahn von Brünn nach Wien

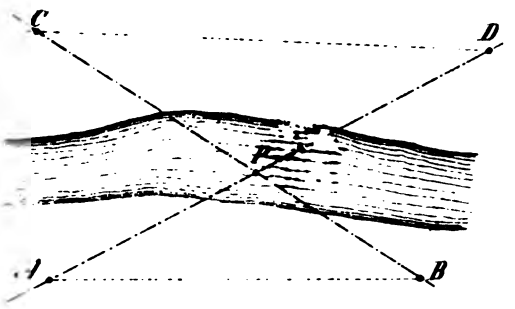
Längenprofil der Eisenbahn v. Leipzig nach Dresden

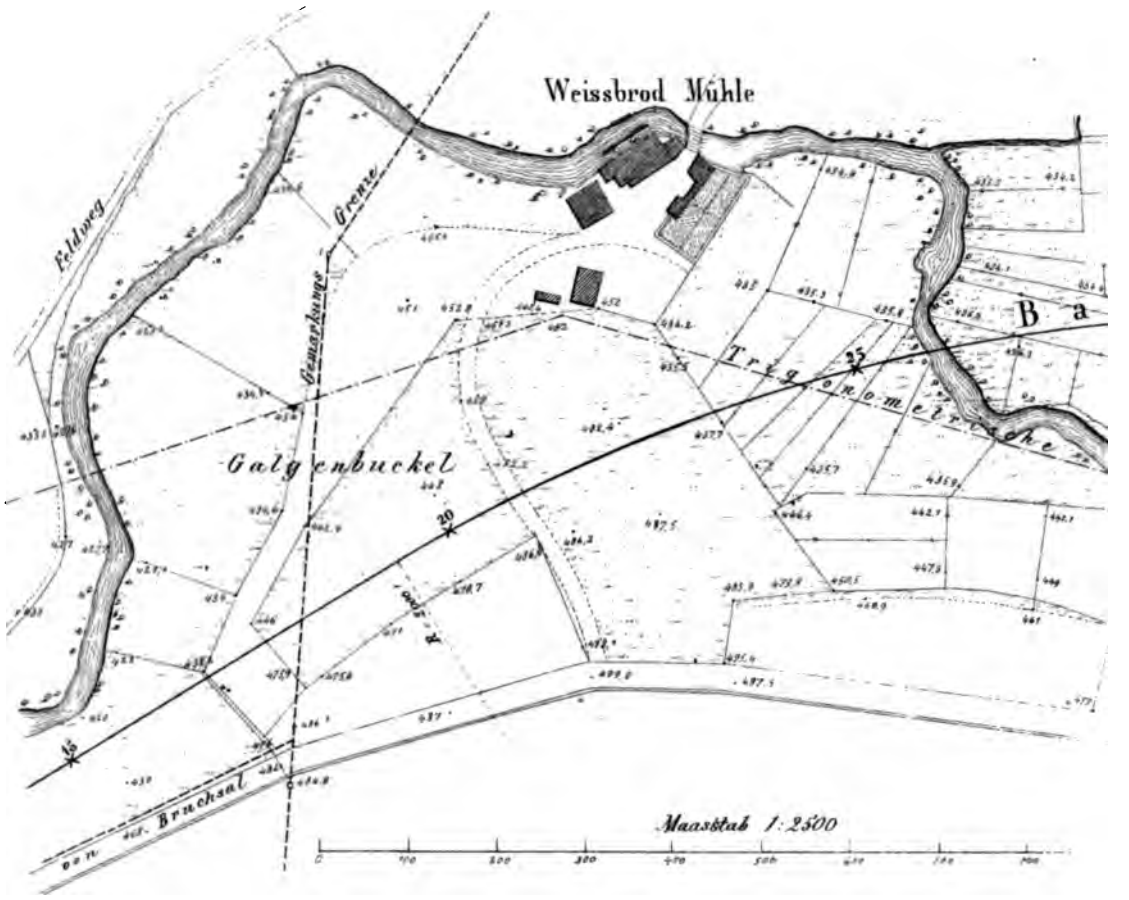


Längenprofil der Eisenbahn von Düsseldorf nach Elberfeld



3.


C
D
P
A
B


Weissbrod Mühle
Feldweg
Grenze
Gemarkungs
Galgenbuckel
Trigonometrische
Bruchsal
Maasstab 1:2500

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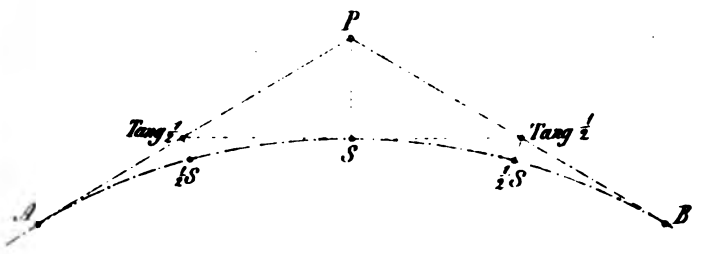
P
Tang ½
Tang ½
S
½S
½S
A
B

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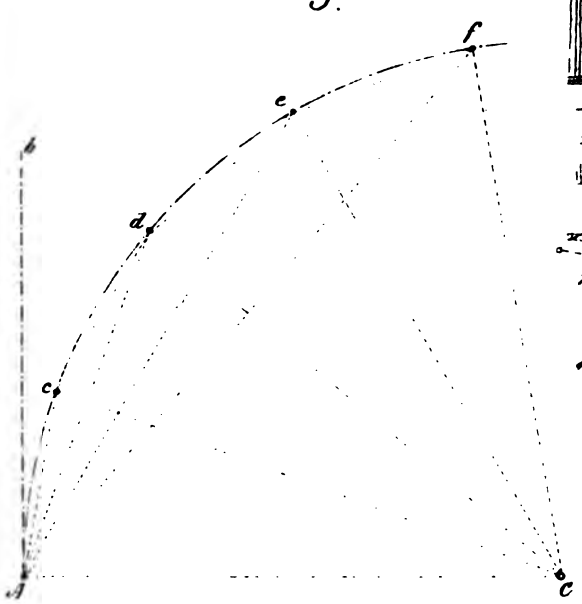
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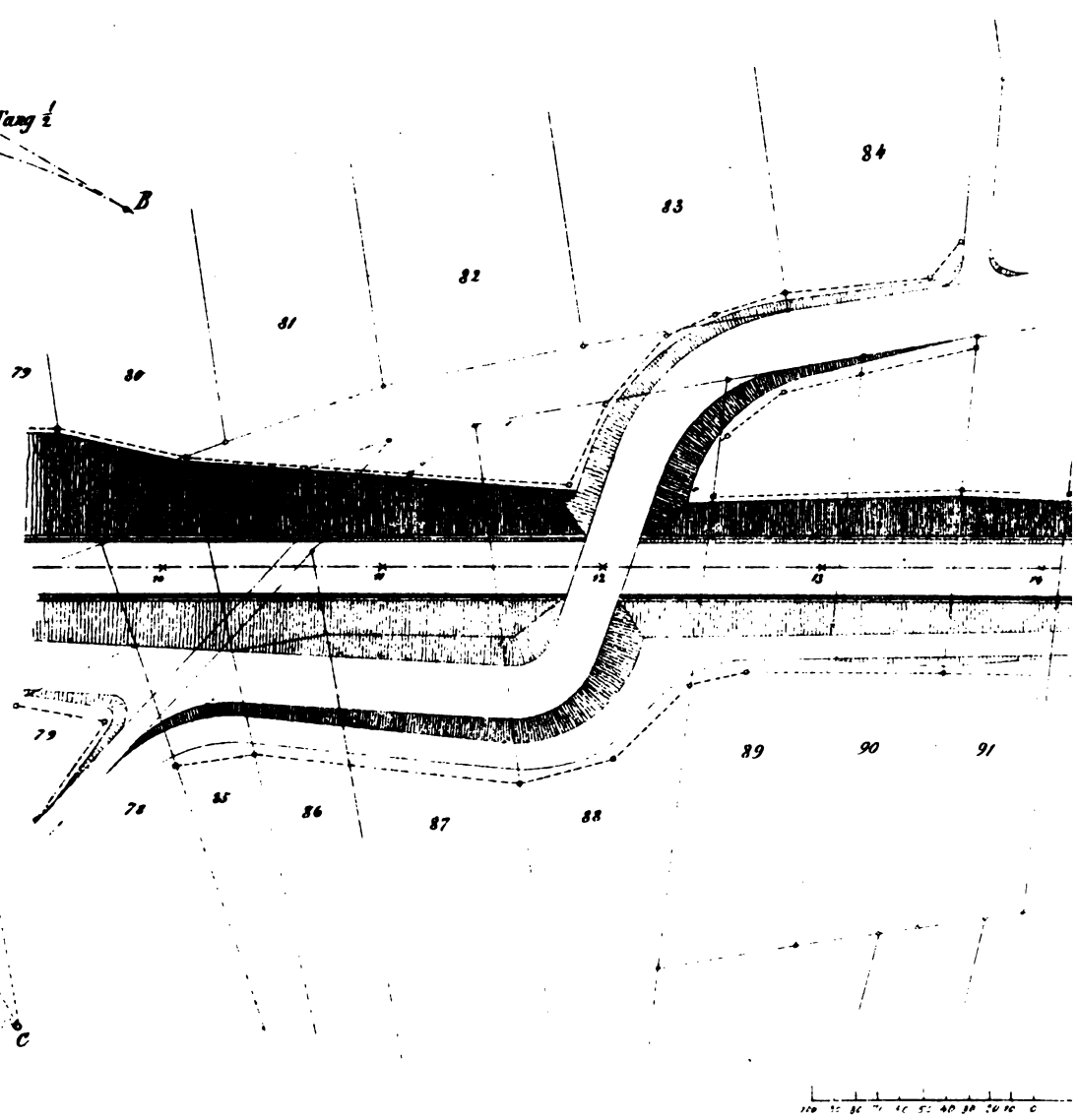
d
c
b
A
C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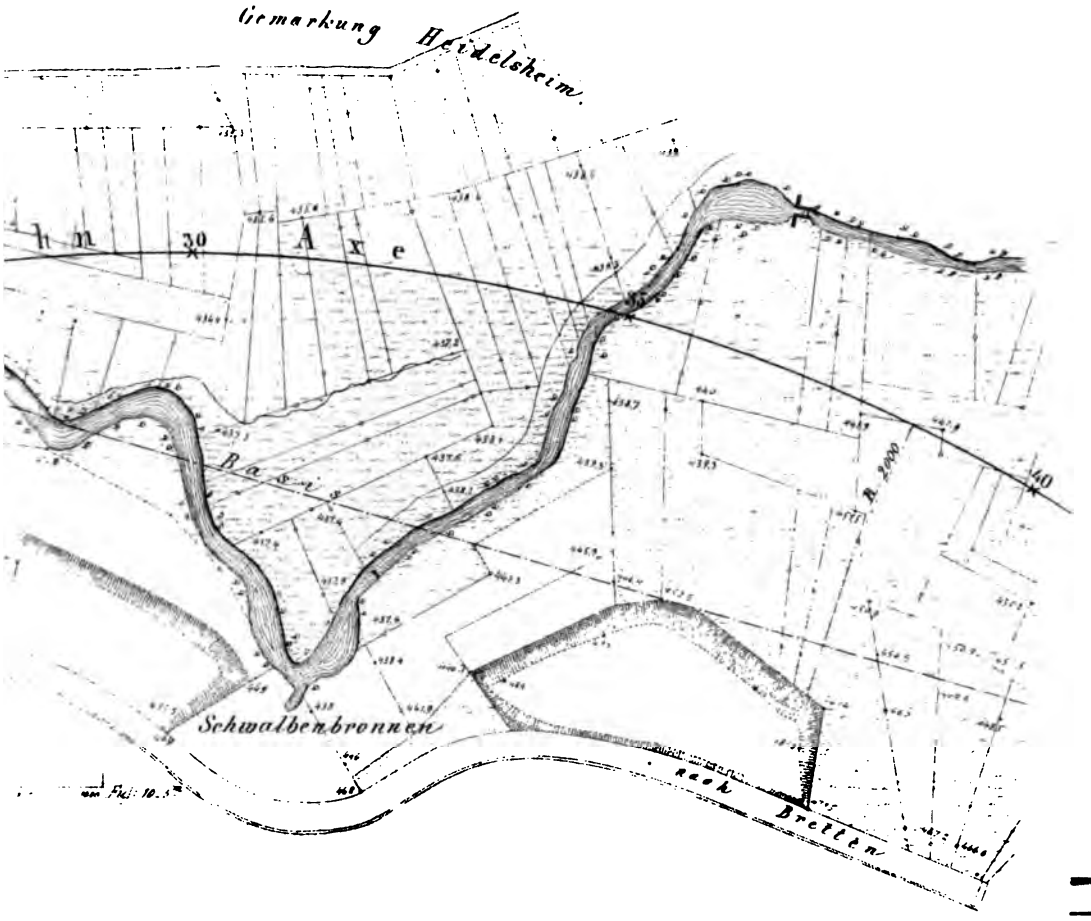
1.



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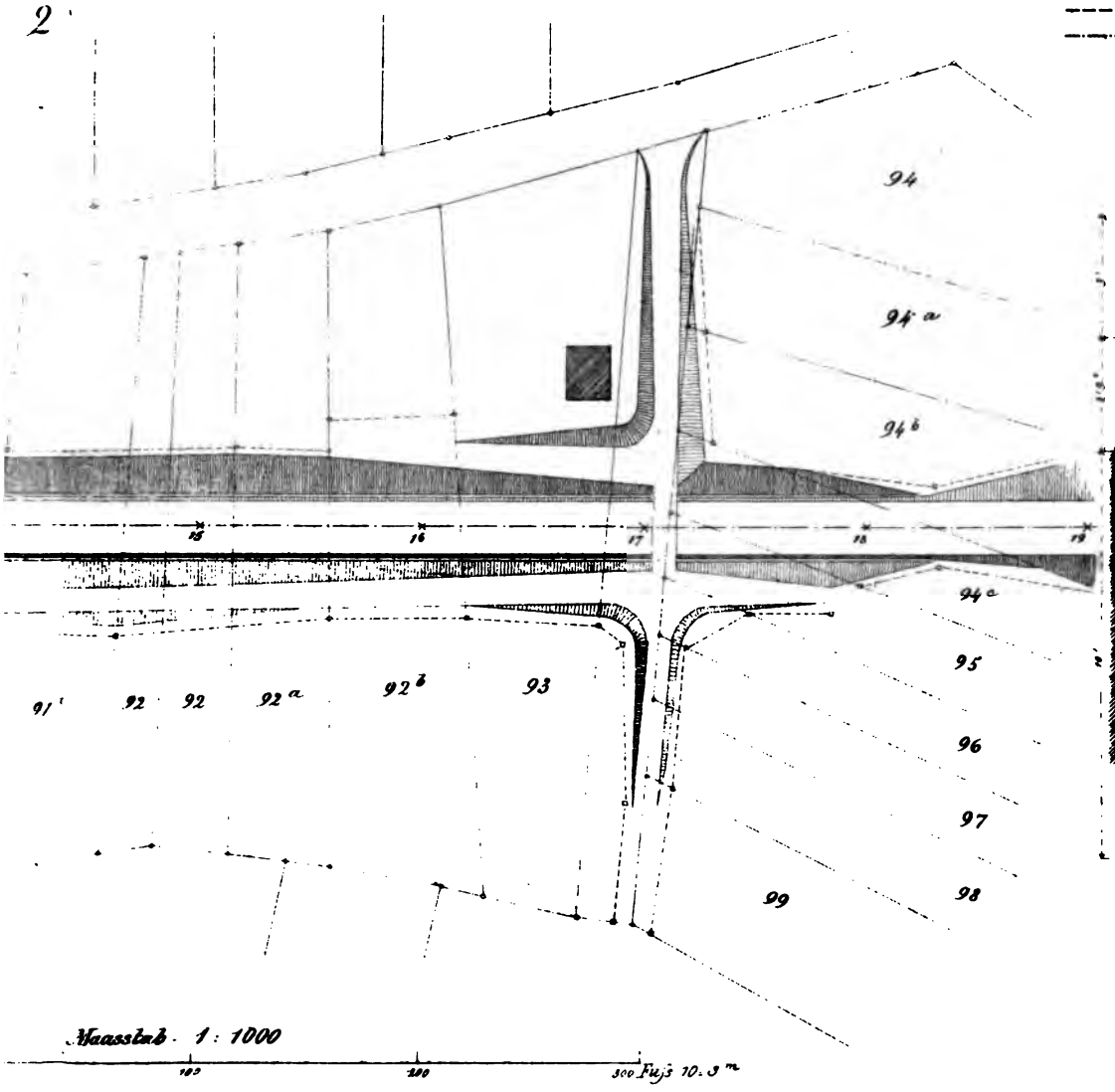

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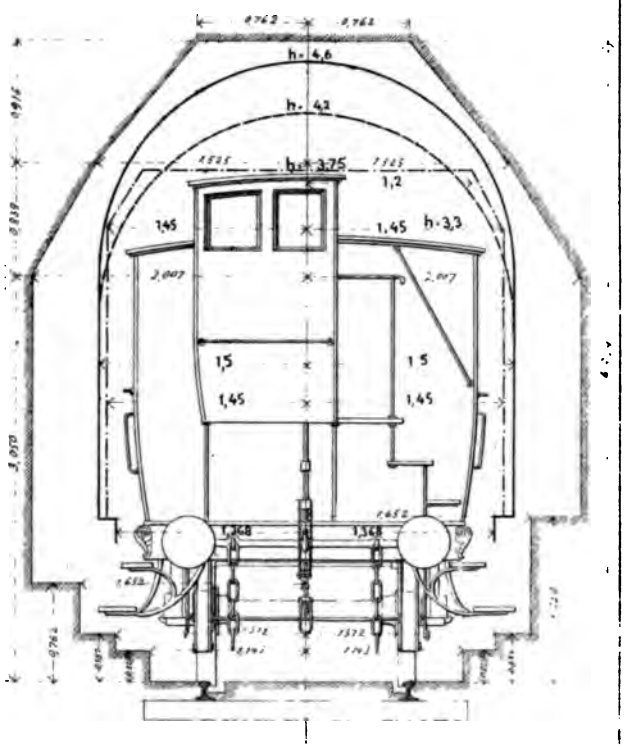
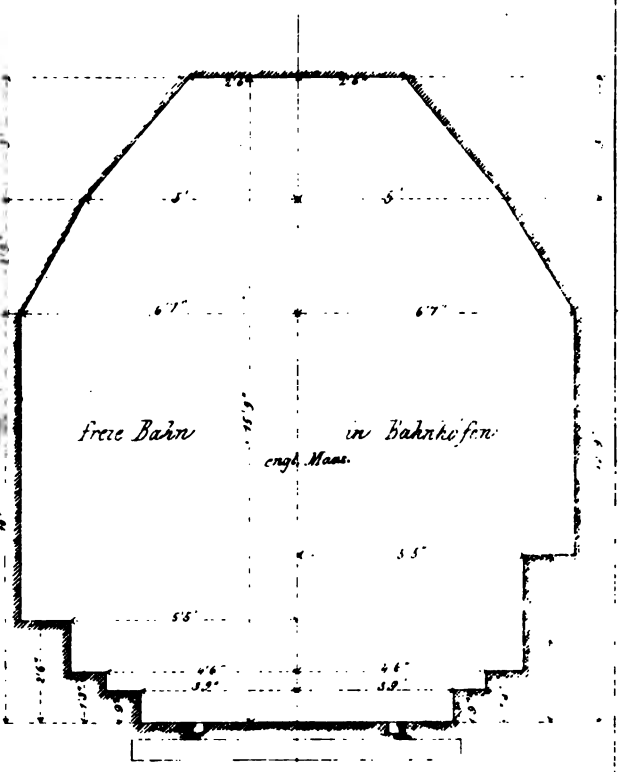


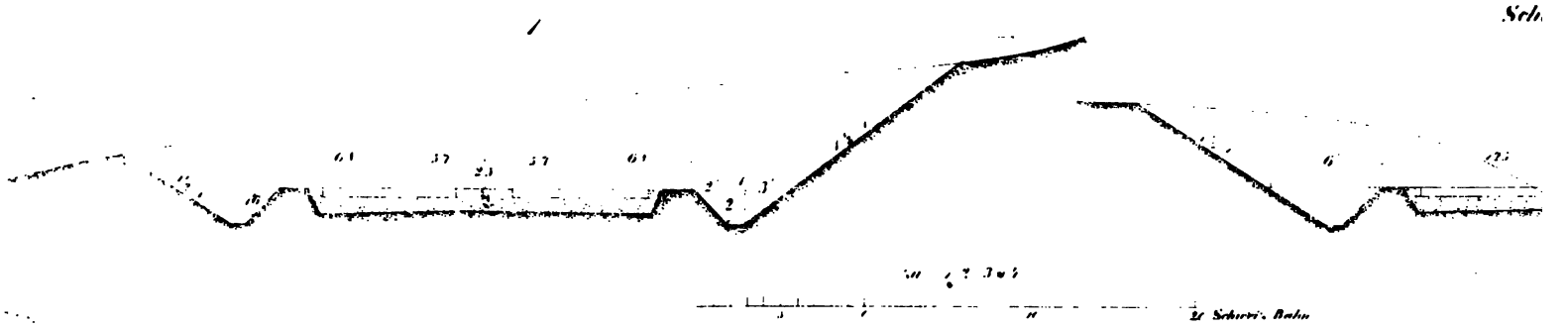
Normal-Durchfahrtsprofil der deutschen Bahnen (für Maass- und Meter-)
Ladeprofil auf freier Bahn und an die Güterschuppen (engl. Schienen-)
" " " für die deutschen Bahnen
" " in die Güterschuppen der badischen Bahnen

7.



Schweizer-Bahn

1



Schweizer-Bahn

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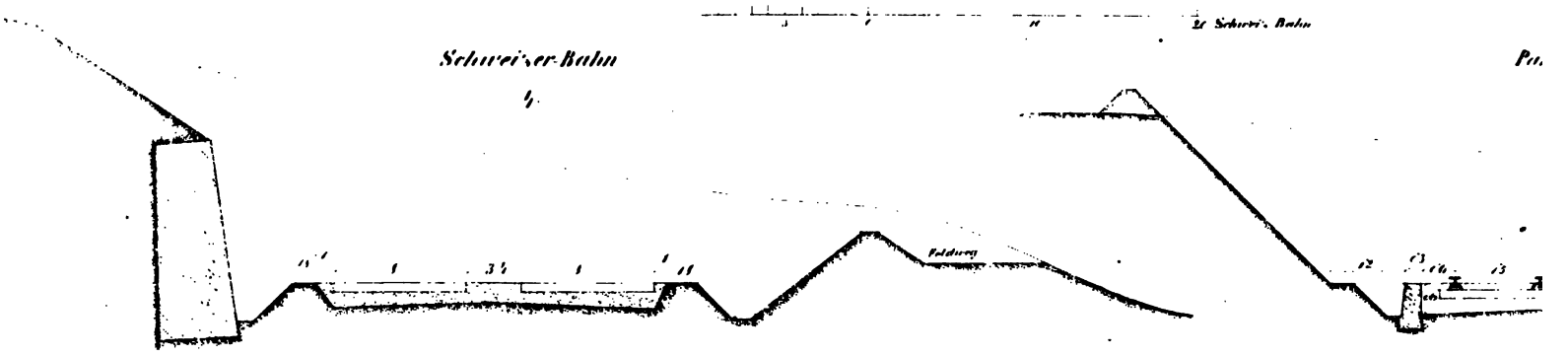

Belgien

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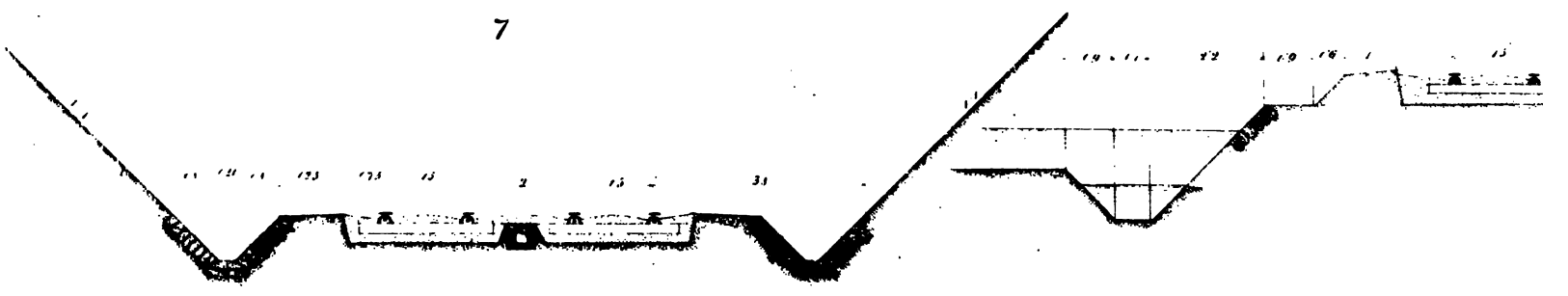

Taunus-Bahn

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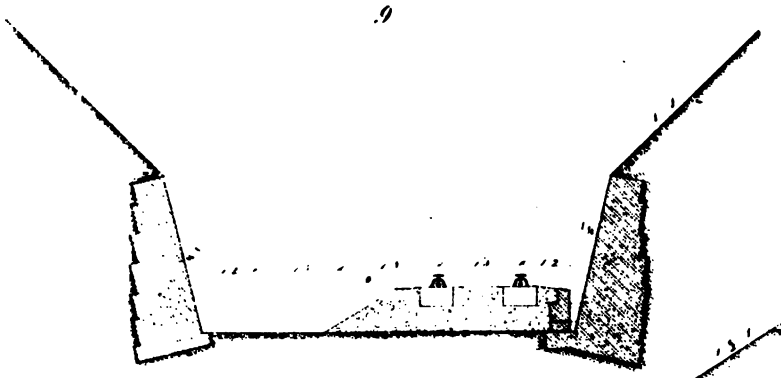
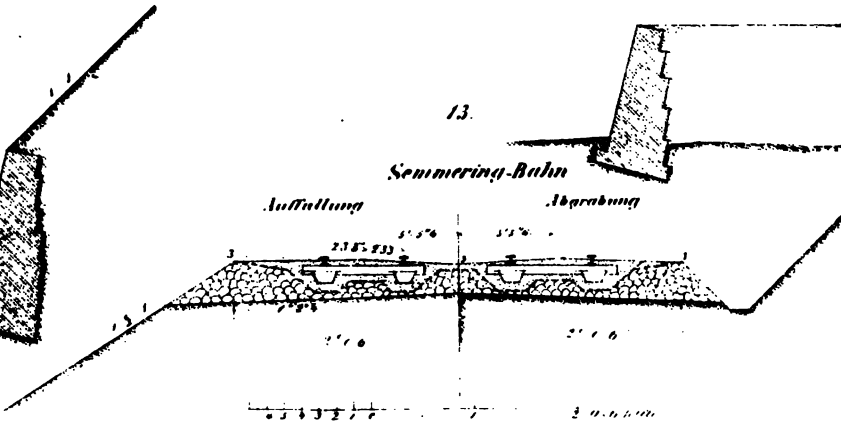


13.

Semmering-Bahn

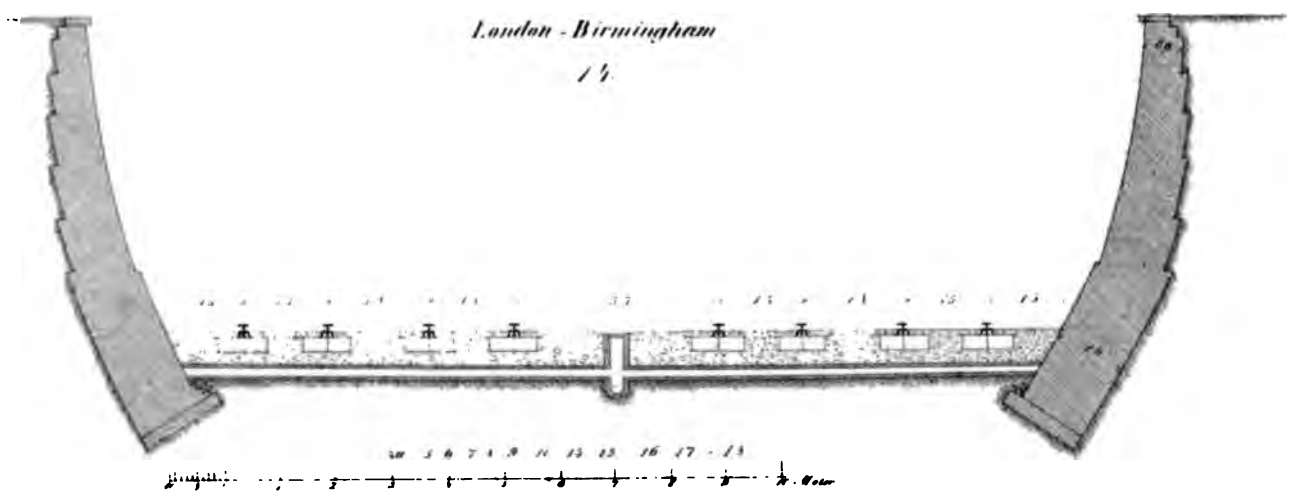
Auffüllung

Abgrabung



London - Birmingham

11



Badensche-Bahn
. Altes System

Badensche Bahn

Schweizer-Bahn

Stein Gestück

6.

Paris-Versailles

Hannover-Bahn
11

12 Hannover-Bahn

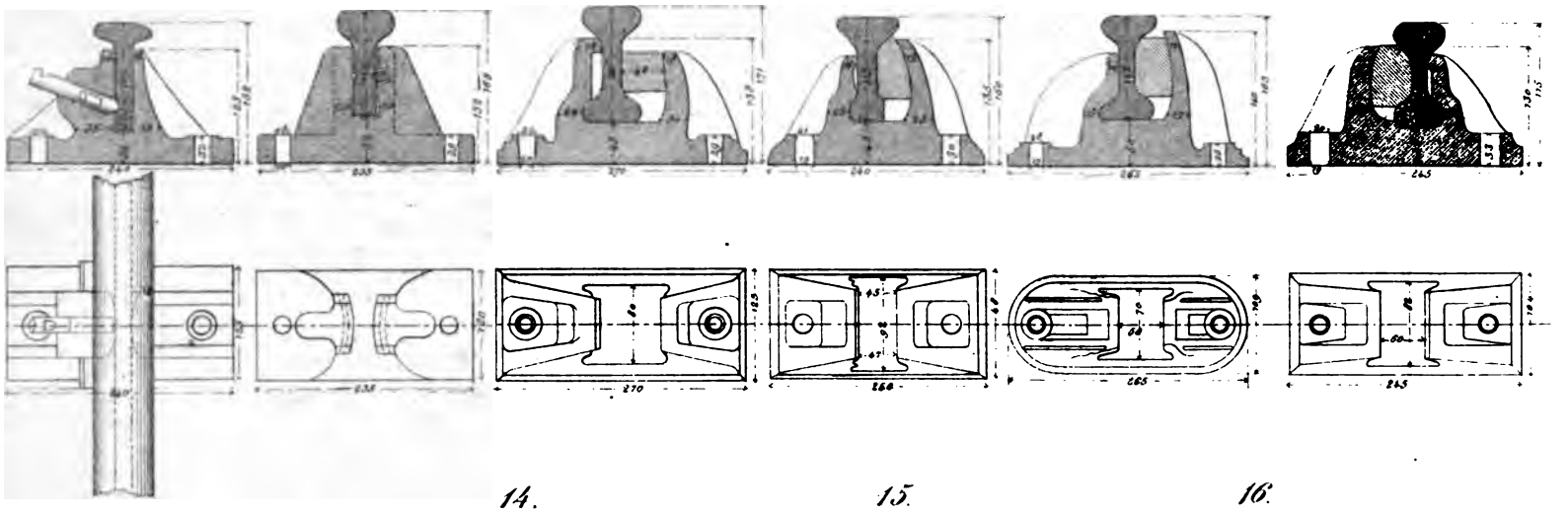
Birmingham
15

16 Glasgow Gainkirk.

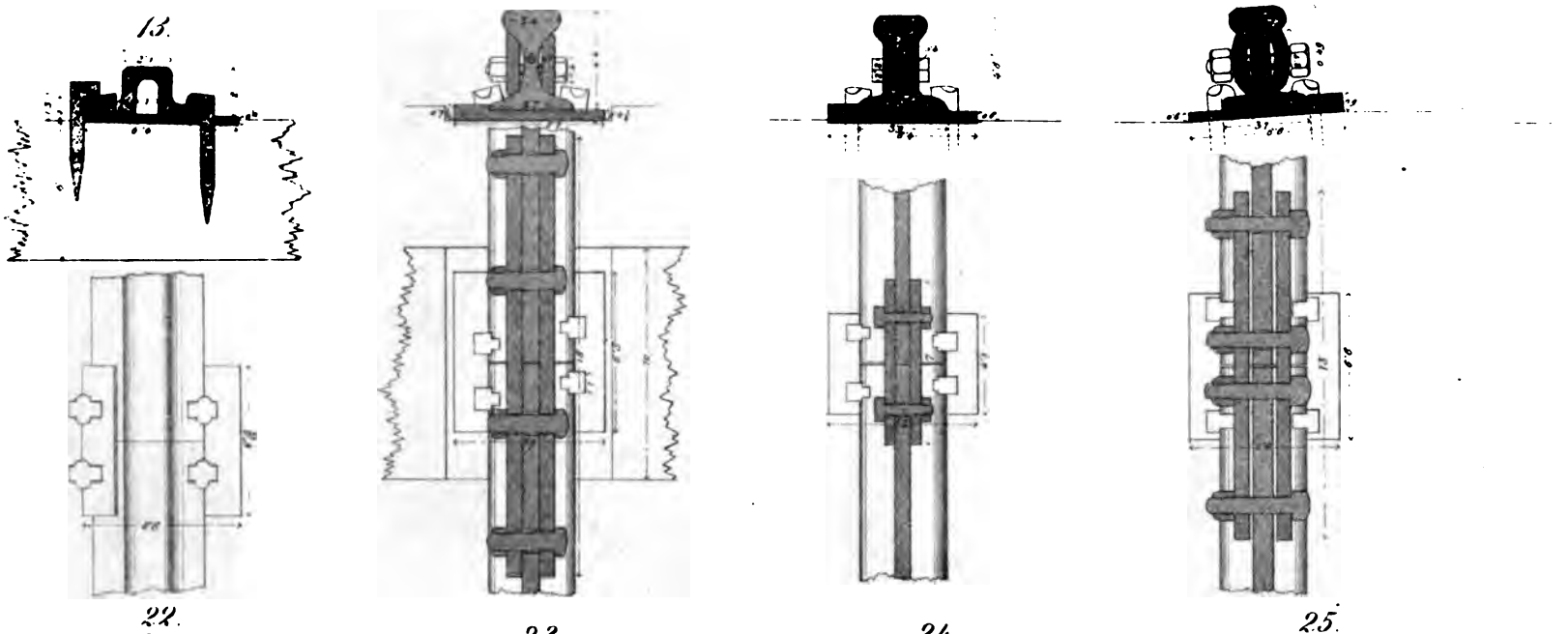
17 Leeds-Selby.

18 Lyon-St Etienne

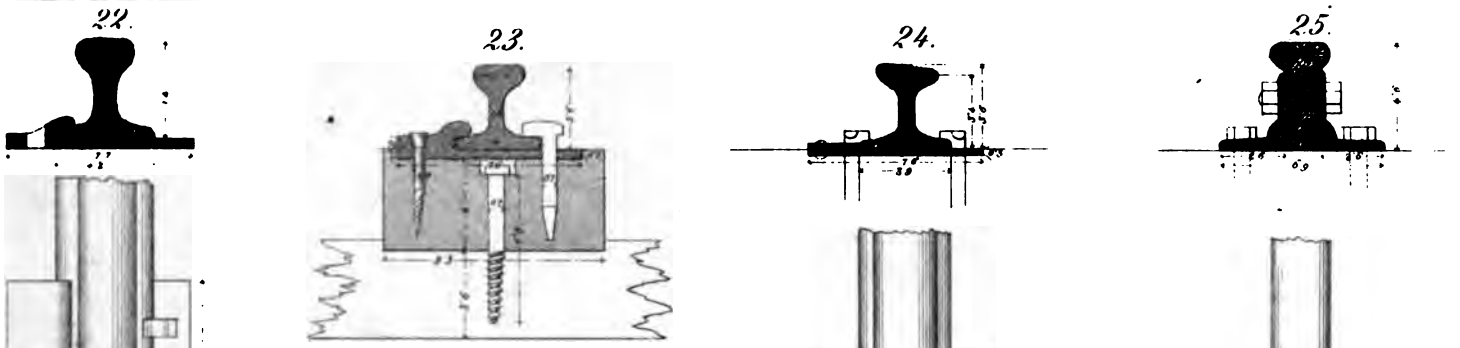
1. 2. 3. 4. 5. 6.



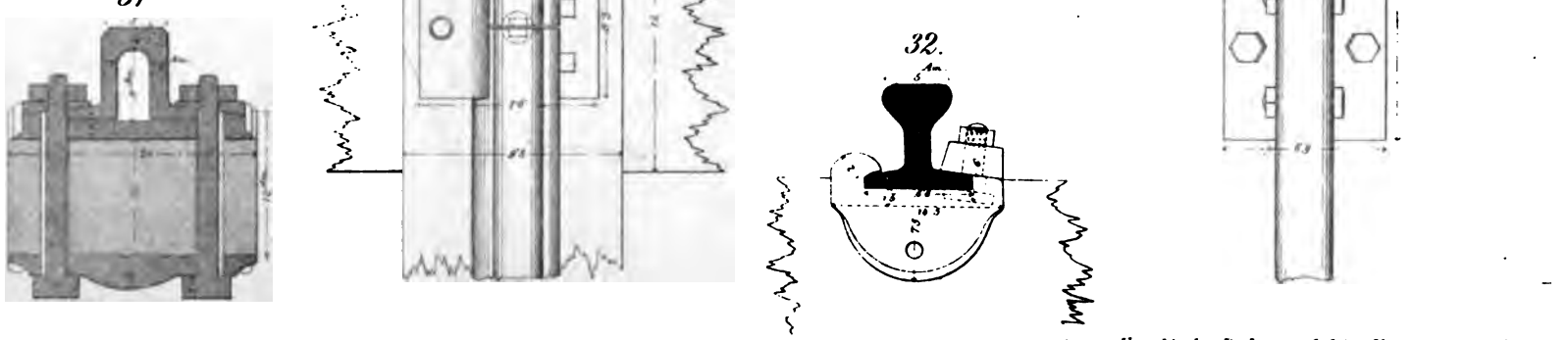
13. 14. 15. 16.



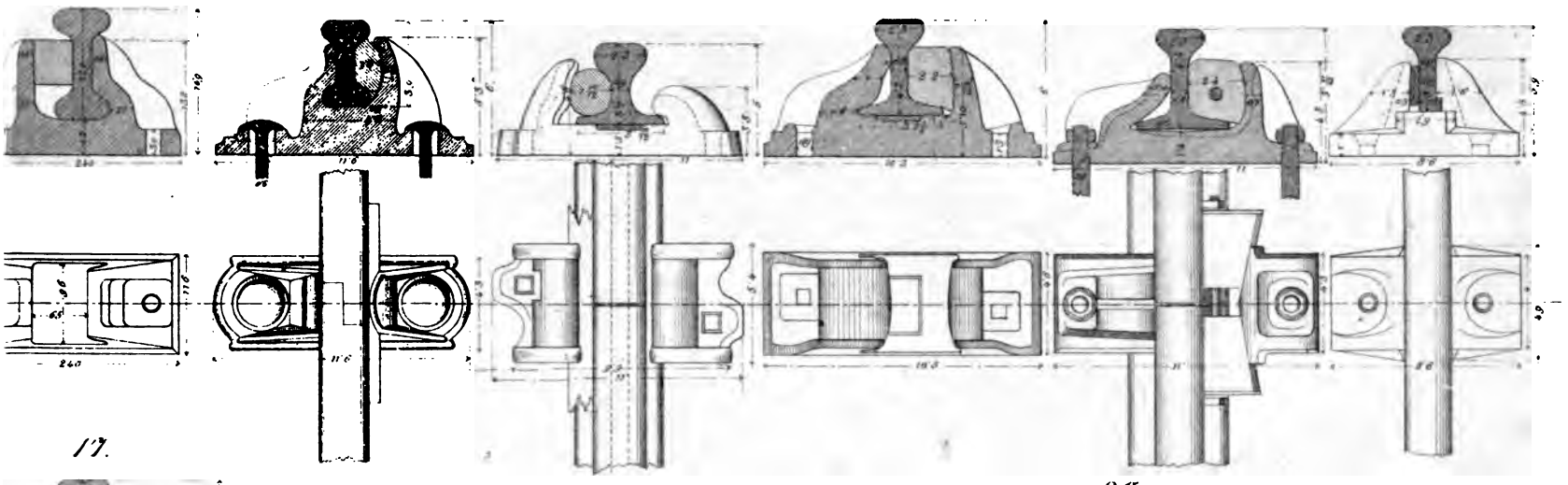
22. 23. 24. 25.



31 32.



7. 8. 9. 10. 11. 12.



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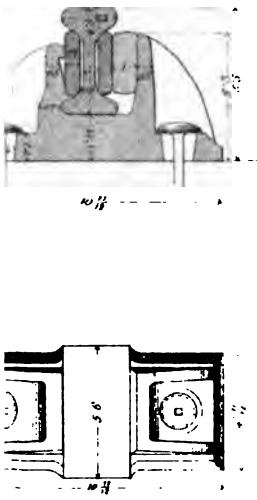
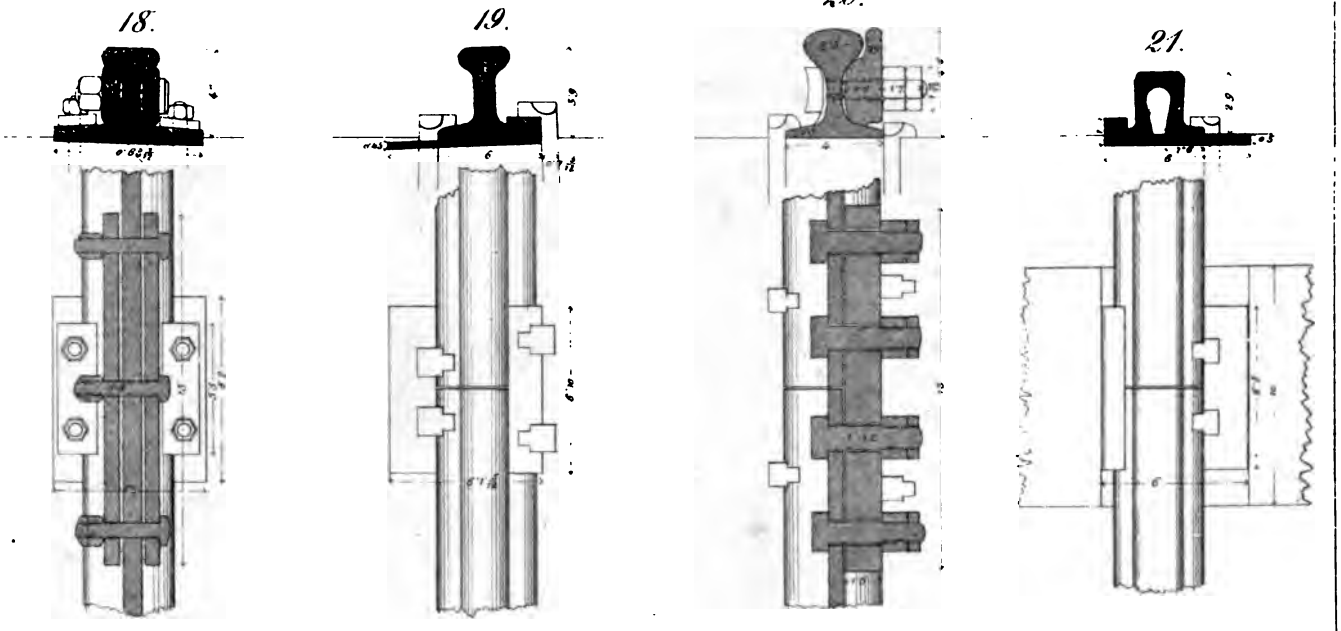
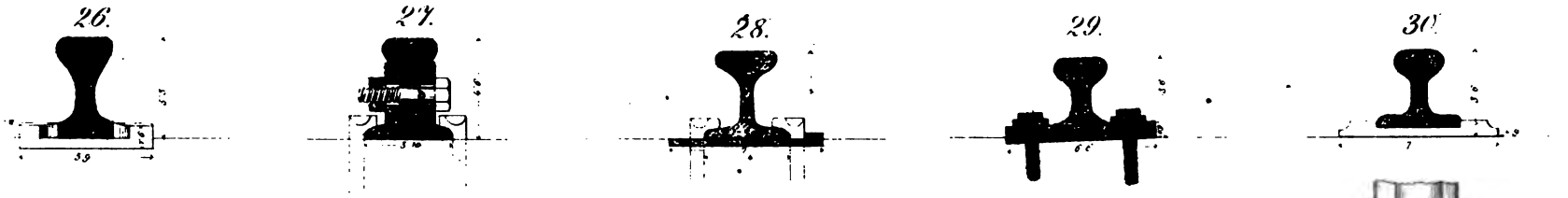
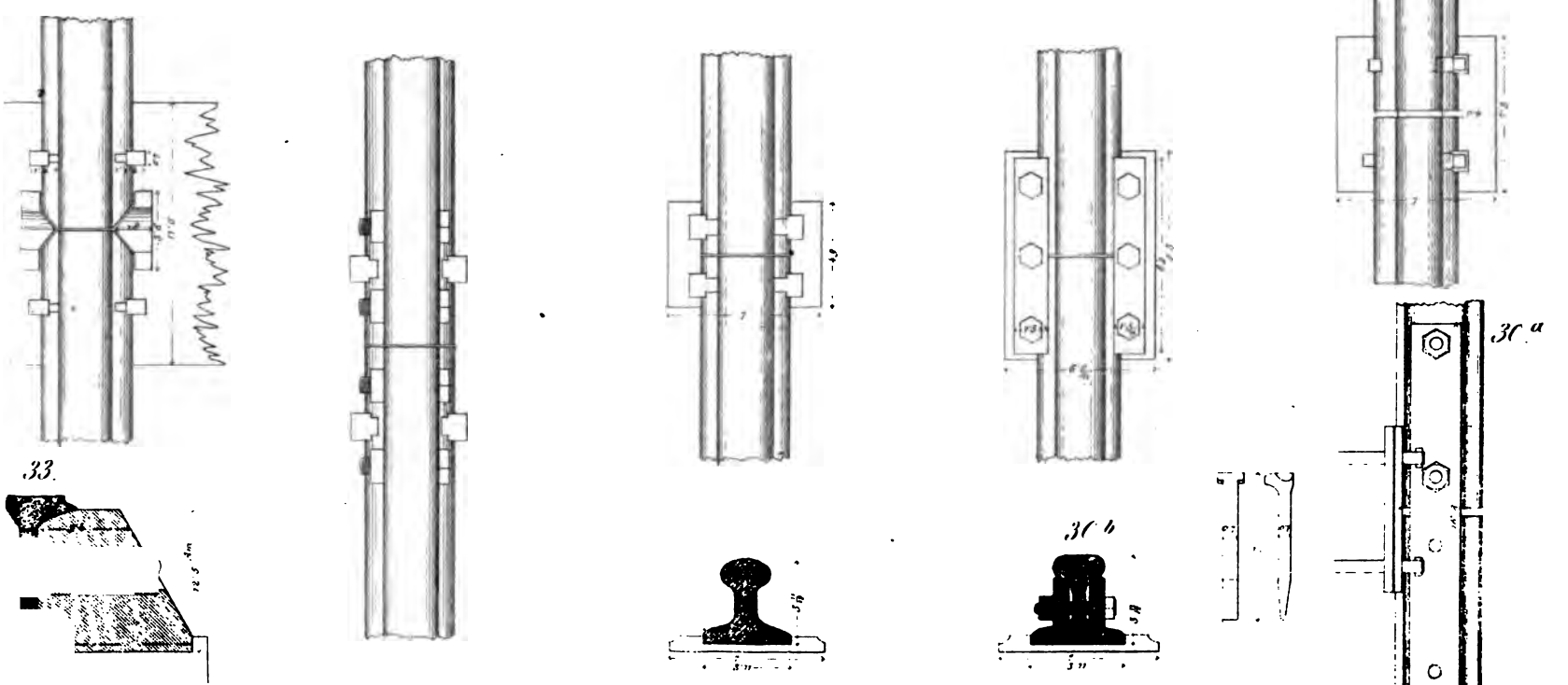


18. 19. 20. 21.



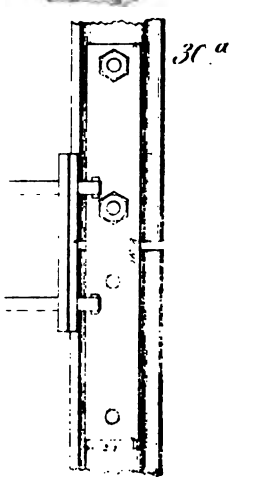
26. 27. 28. 29. 30.





33.

30 a

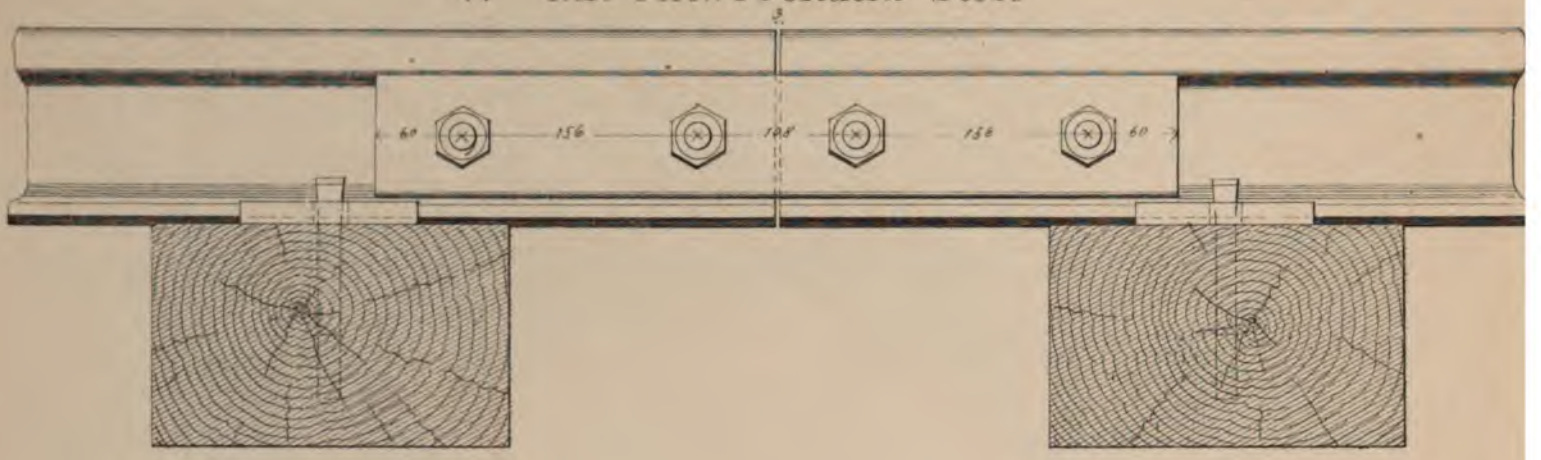


30 b

30 Deutsche Bahnen, 31–33. Amerikanische Bahnen

Oberbau der Ba

1. mit schwebendem Stofs



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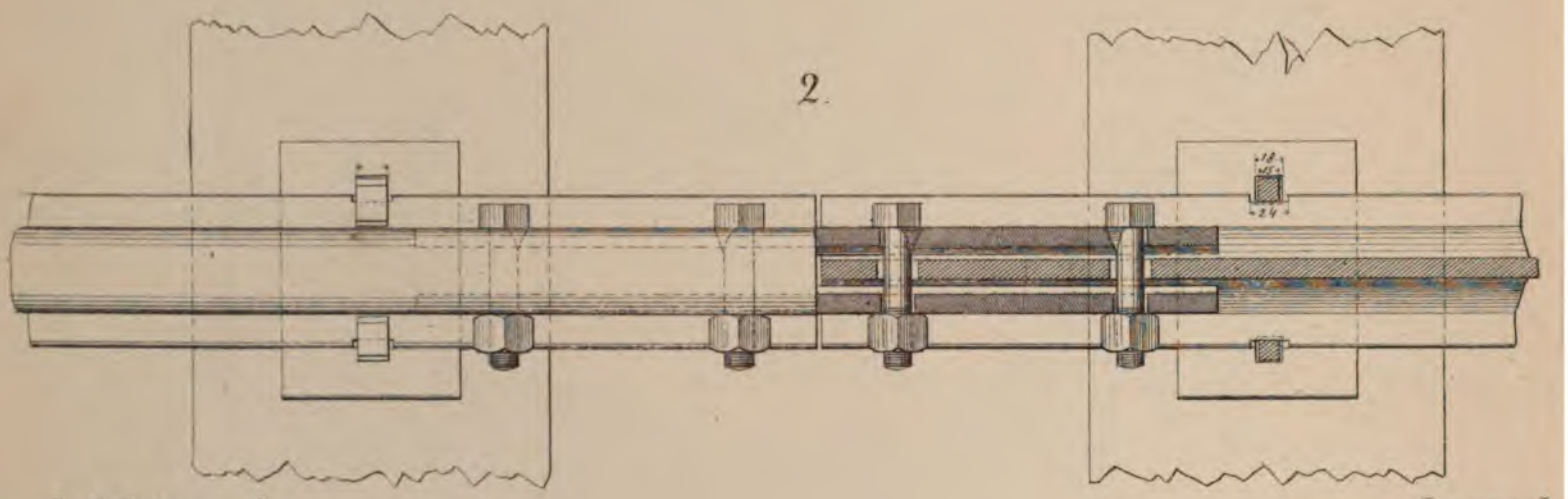
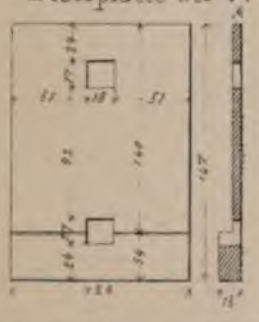
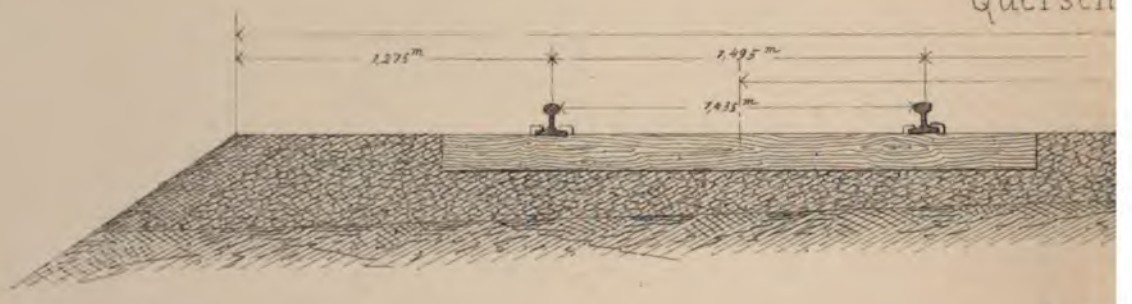


Stofsplatte zu 1.



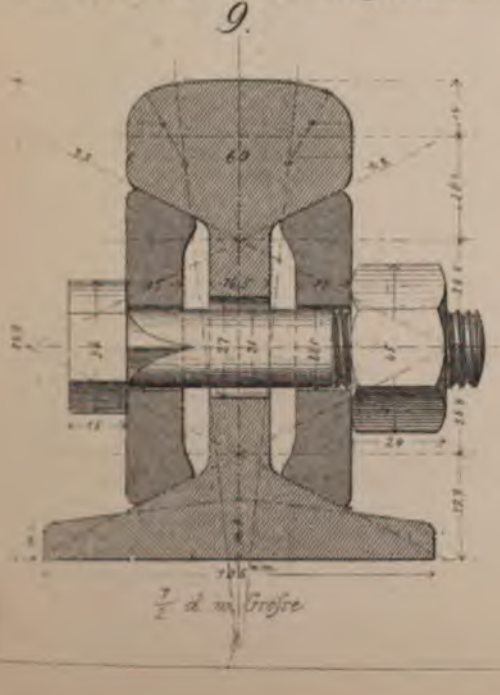
Quersch

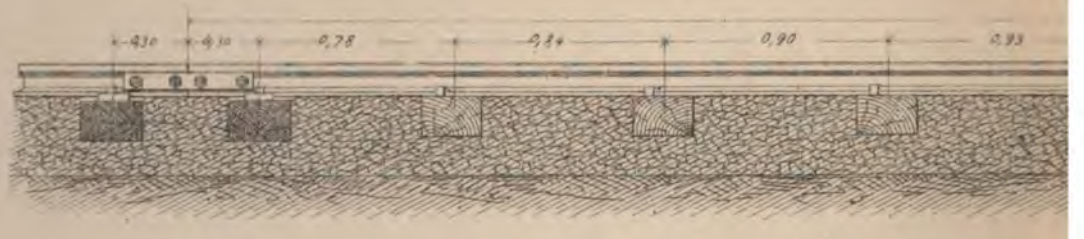


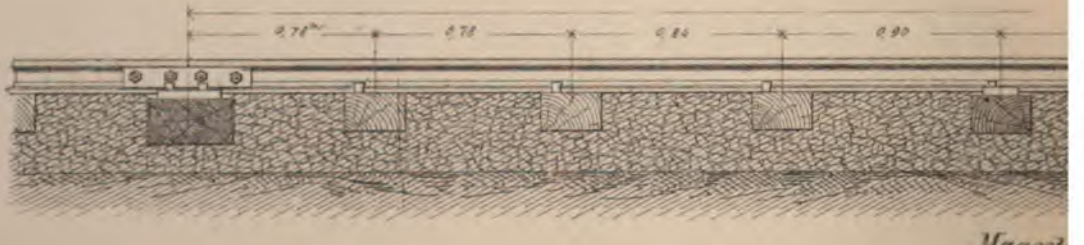
Lang

Neue bad. Schiene für Hauptbahnen

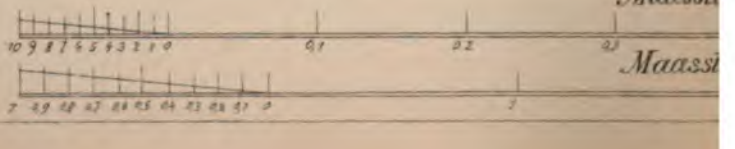
9.







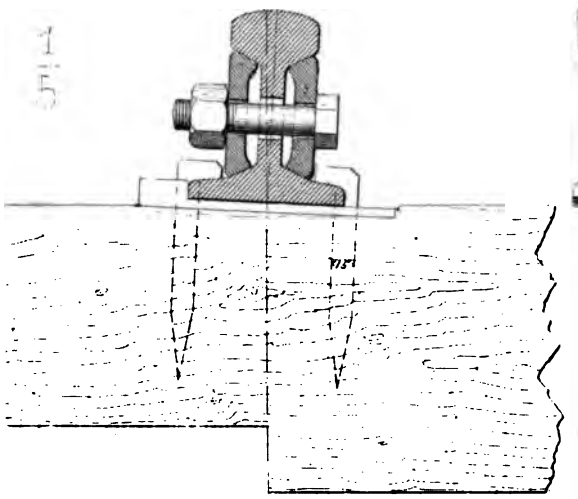
Maasst



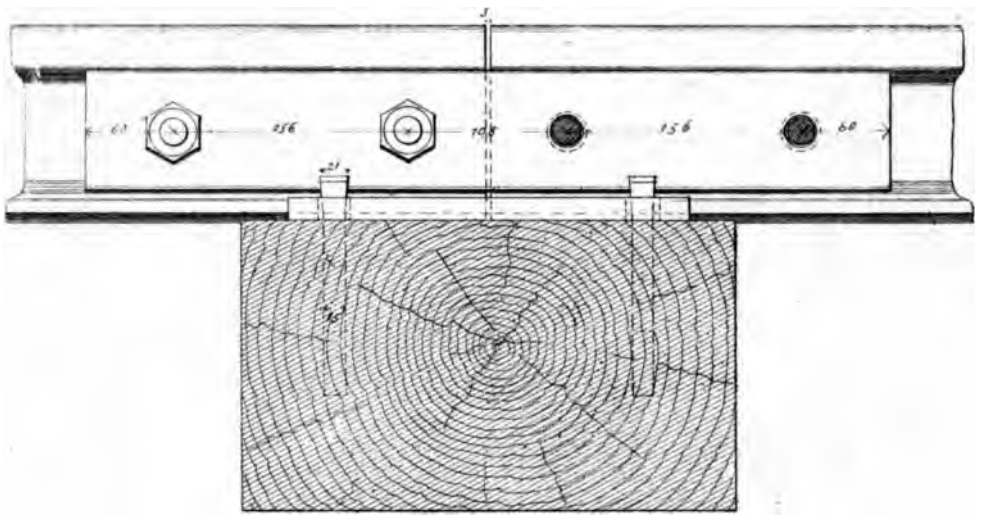
Maassi

:hen Staatsbahnen

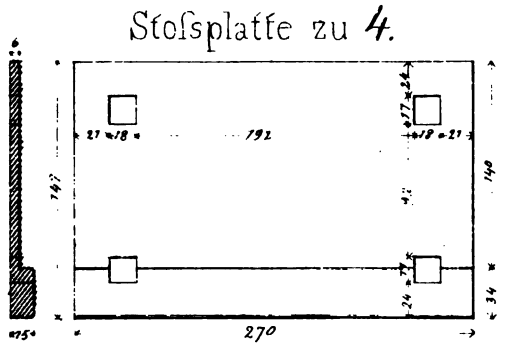
3



4. mit Stofsschwellen



Stofsplatte zu 4.



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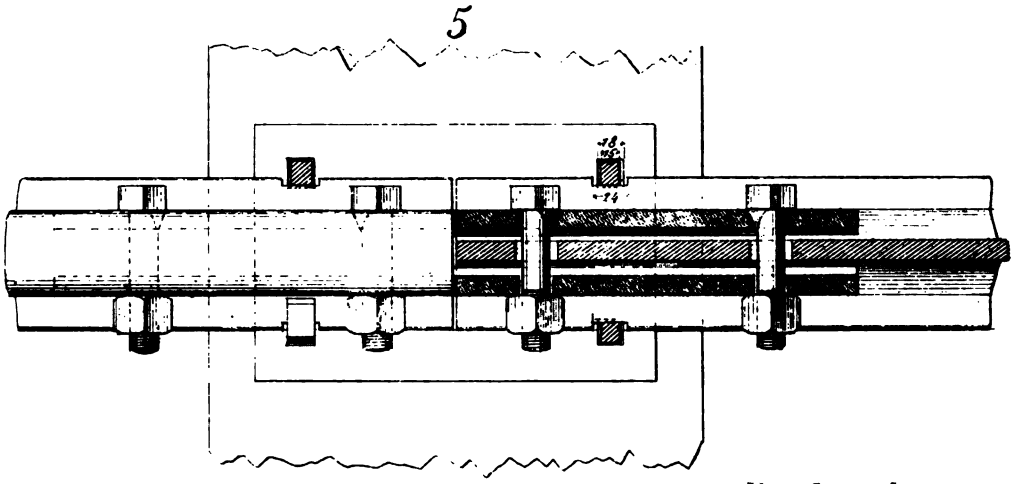
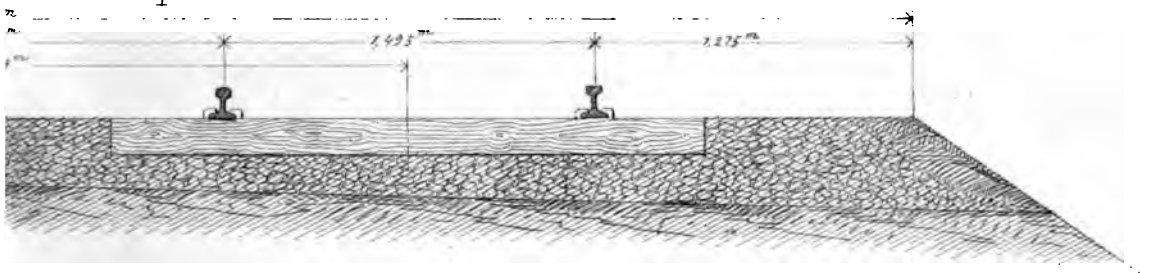
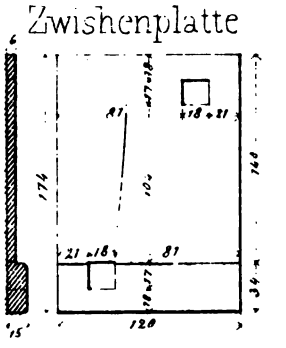


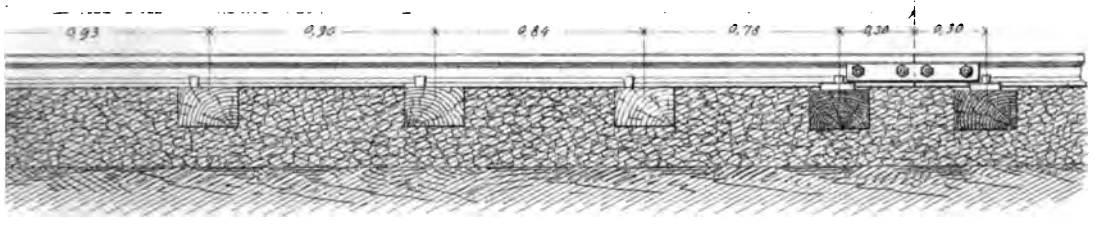
Bahnkörpers

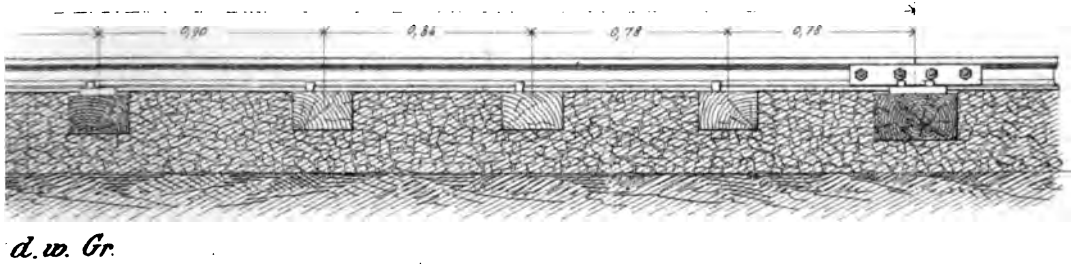


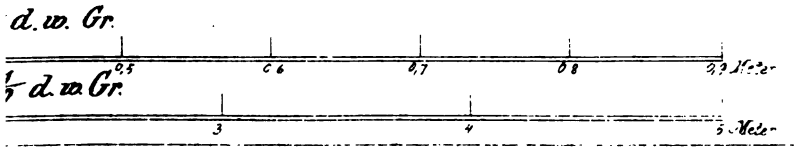
Zwischenplatte



:hnitte

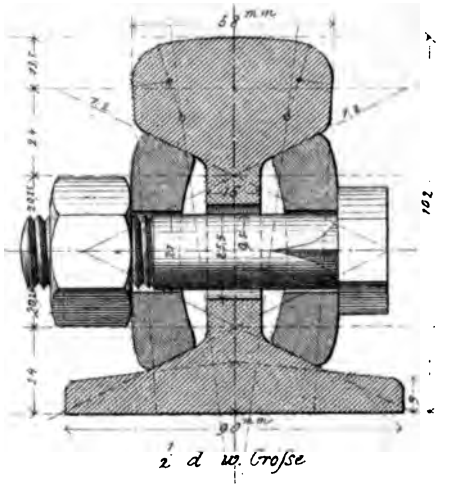






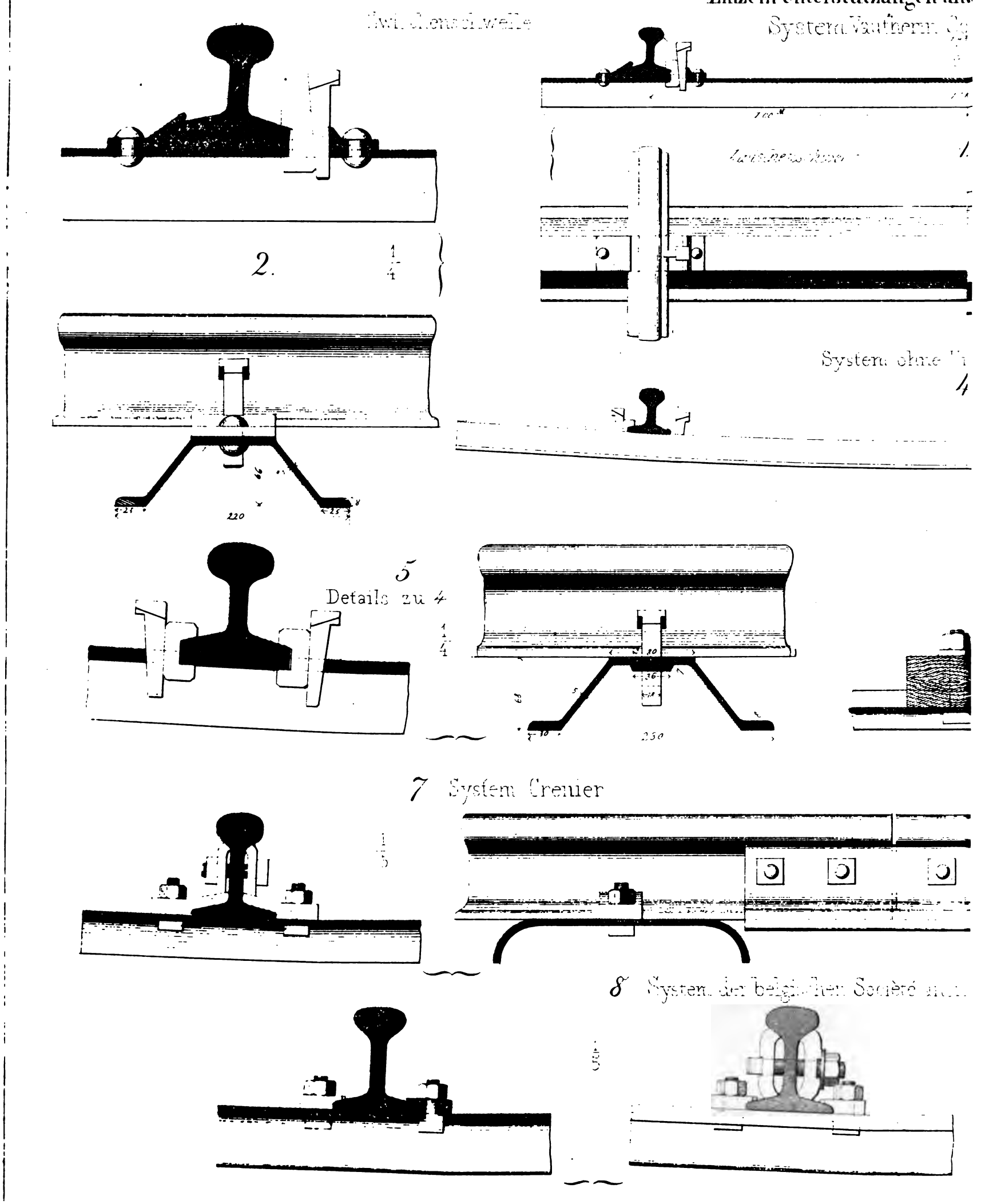
Bad. Schiene für Seitenbahnen

10.



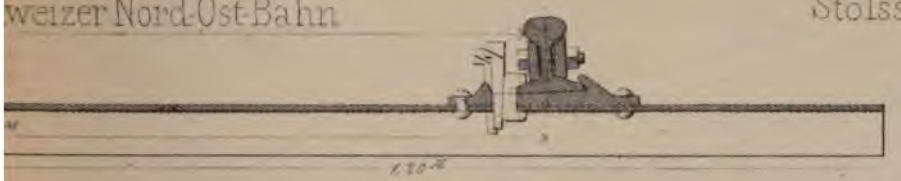
Eiserner

Einzeln Unterstützungen und

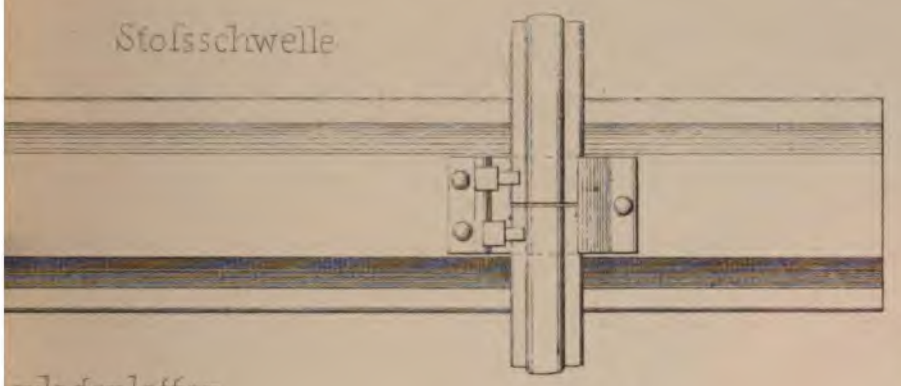


)berbau
Querschwellen Systeme

weizer Nord-Ost-Bahn

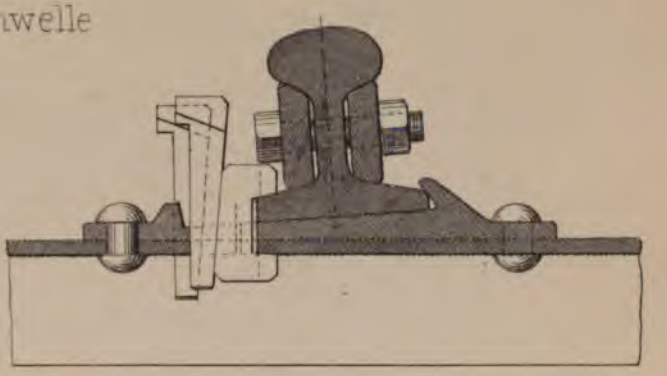


Stofsschwelle

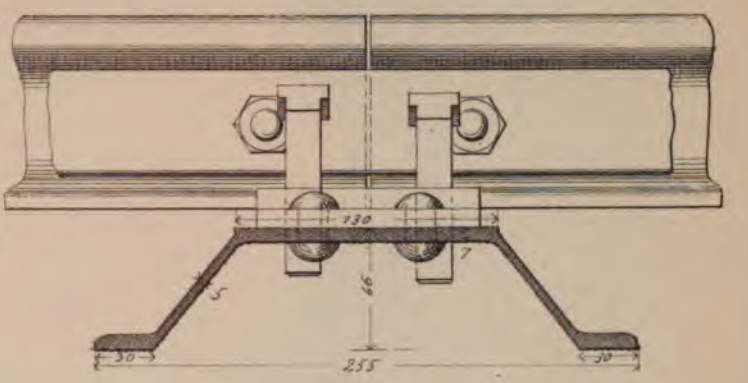


erlagsplatten

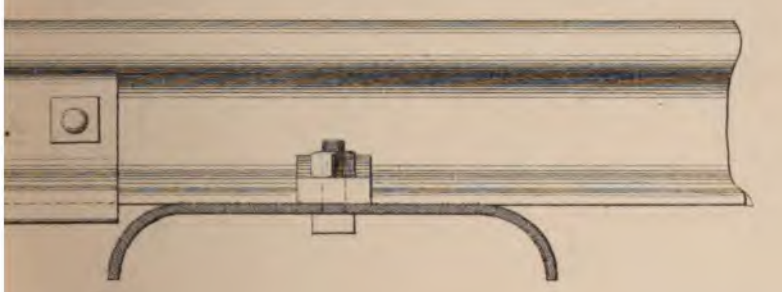
Stofsschwelle



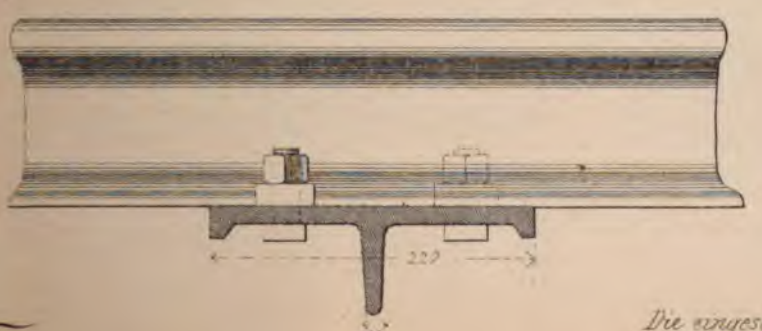
1/4 3.

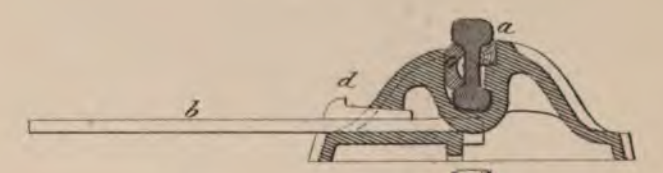


6. System Couillet

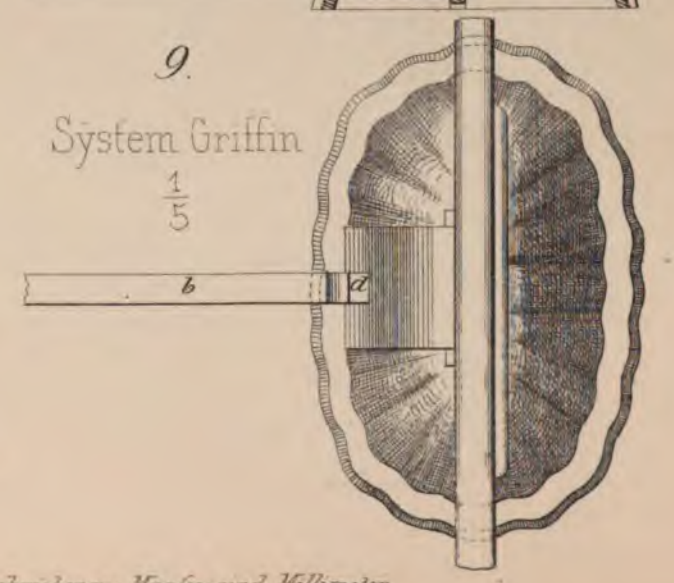


me





9.
System Griffin
1/5



Die eingeschriebenen Maafse sind Millimeter

Eiserne
Langschwel

Systeme v

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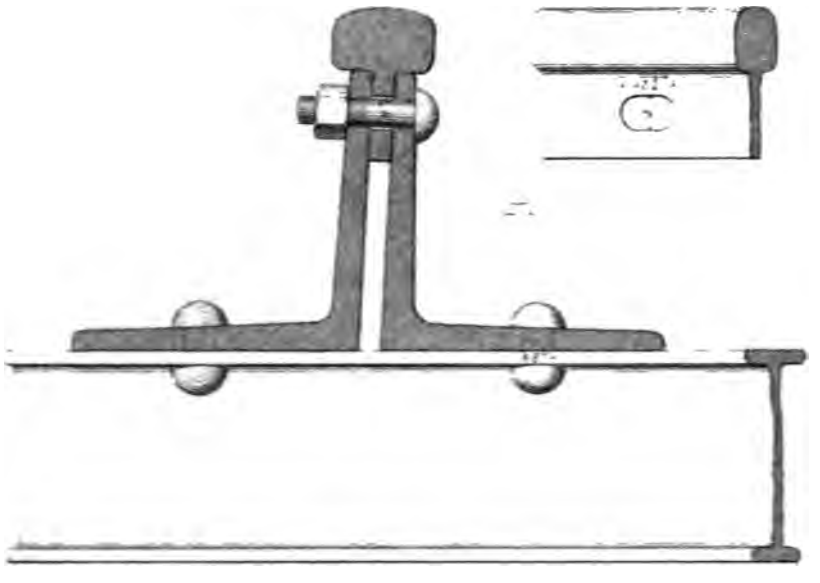

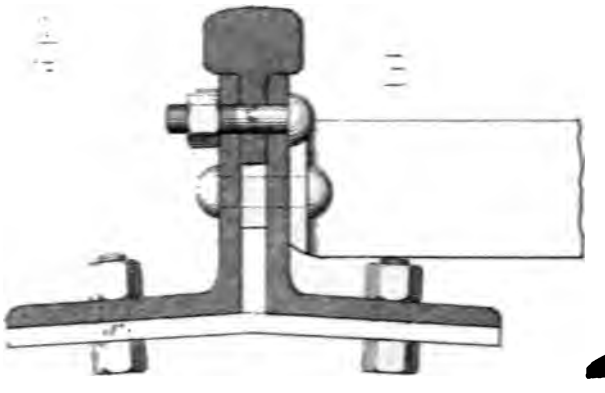

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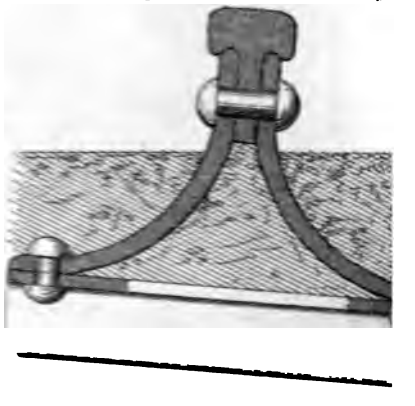

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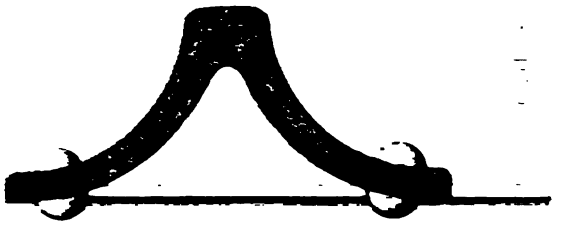

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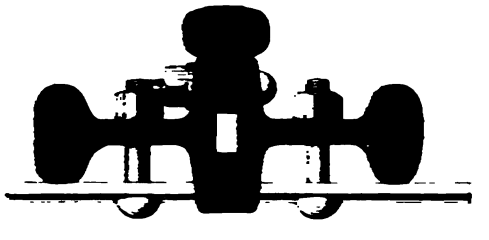

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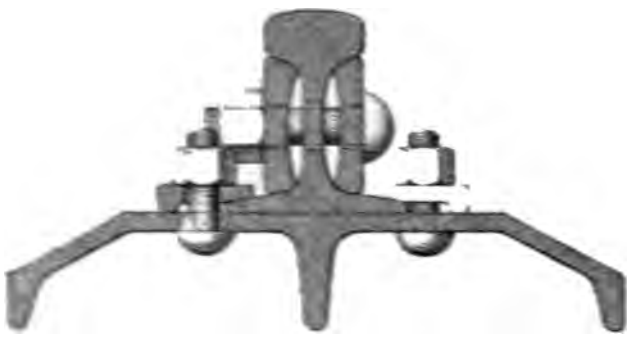

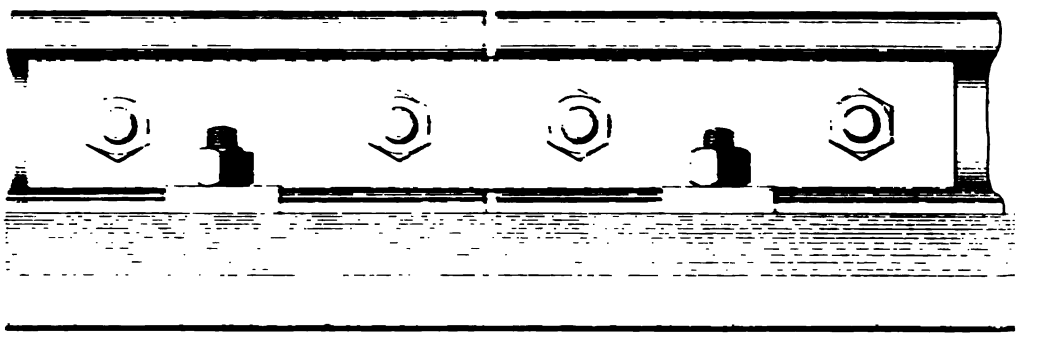

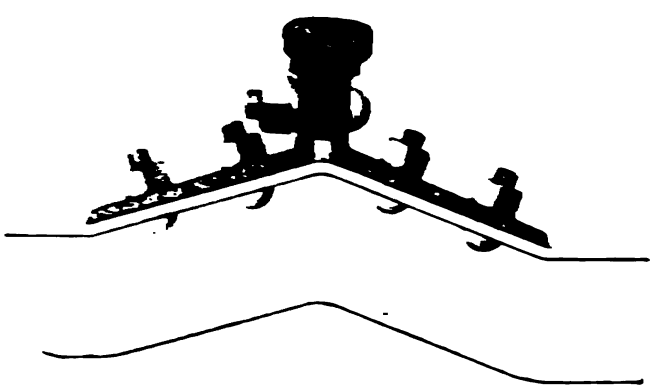

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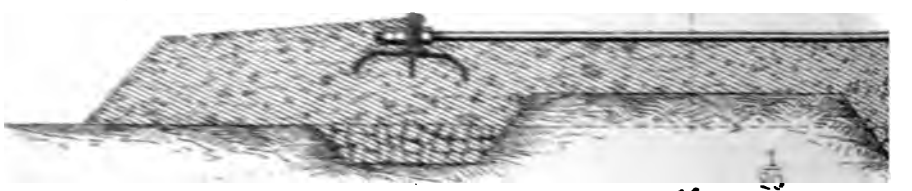

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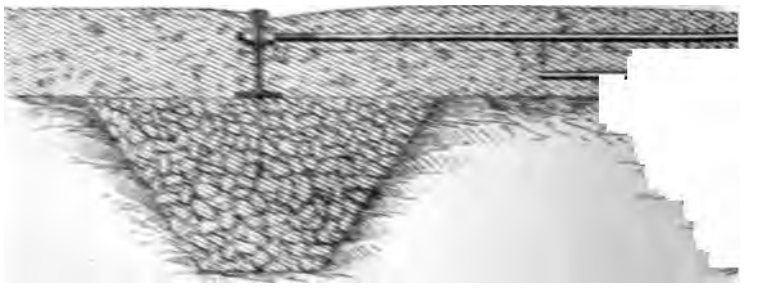
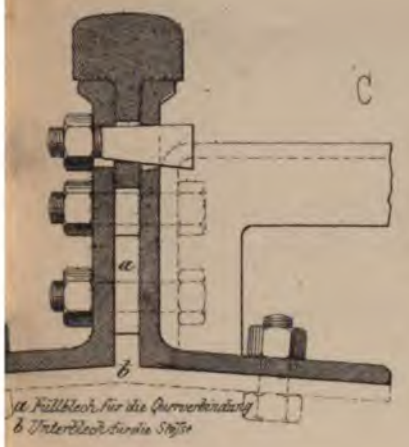


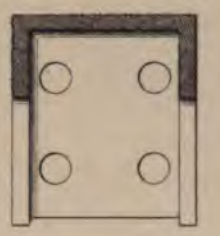
Oberbau
n Systeme
n Scheffler

1/4

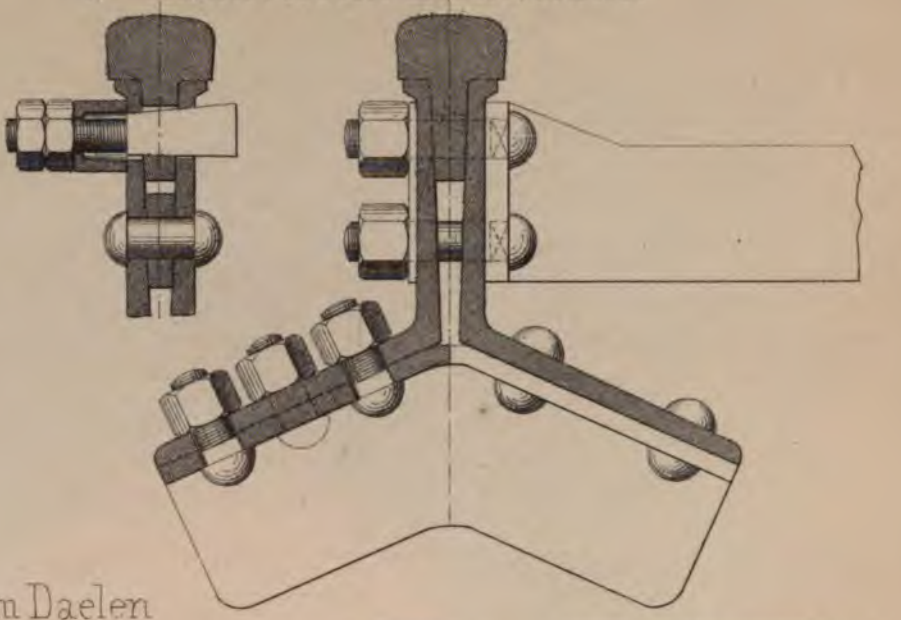
C



a Füllblech für die Querverbindung
b Unterblech unter die Stöße

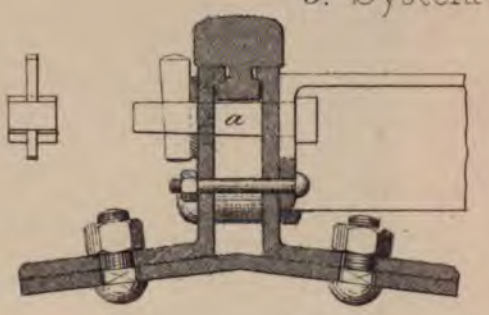


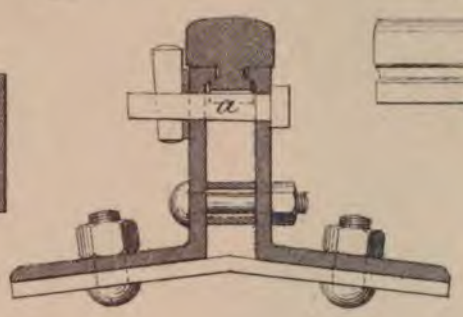
2. Hannoversche Eisenbahnen

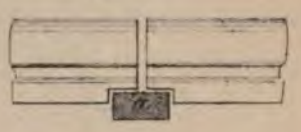


6. System Daelen

1/5

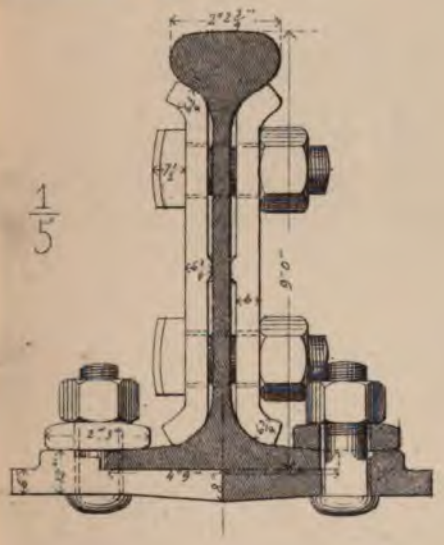


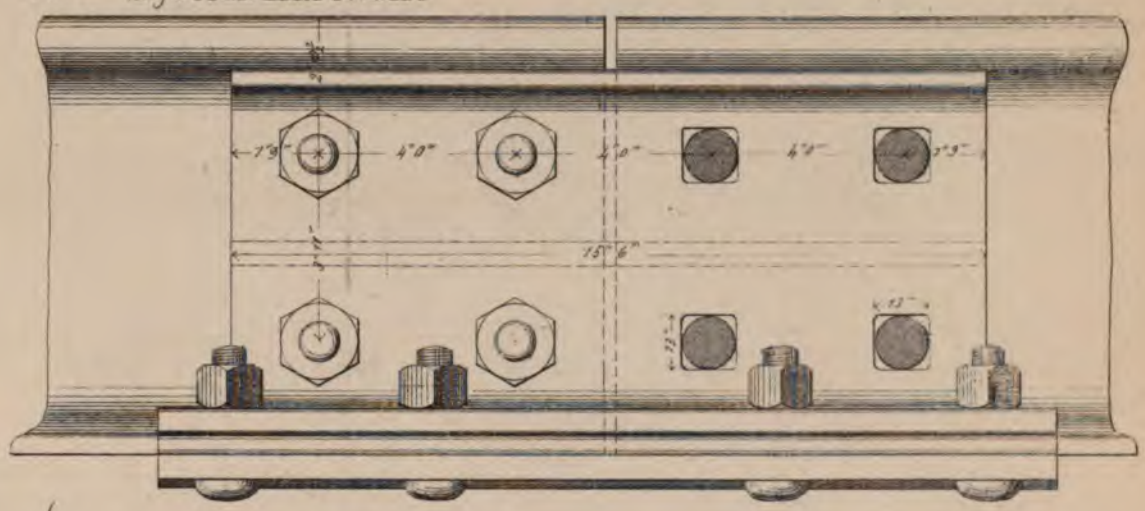


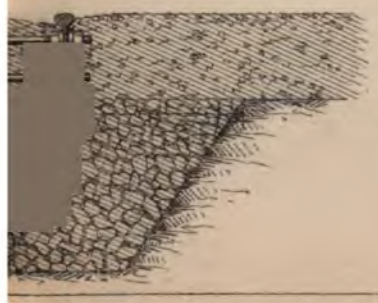


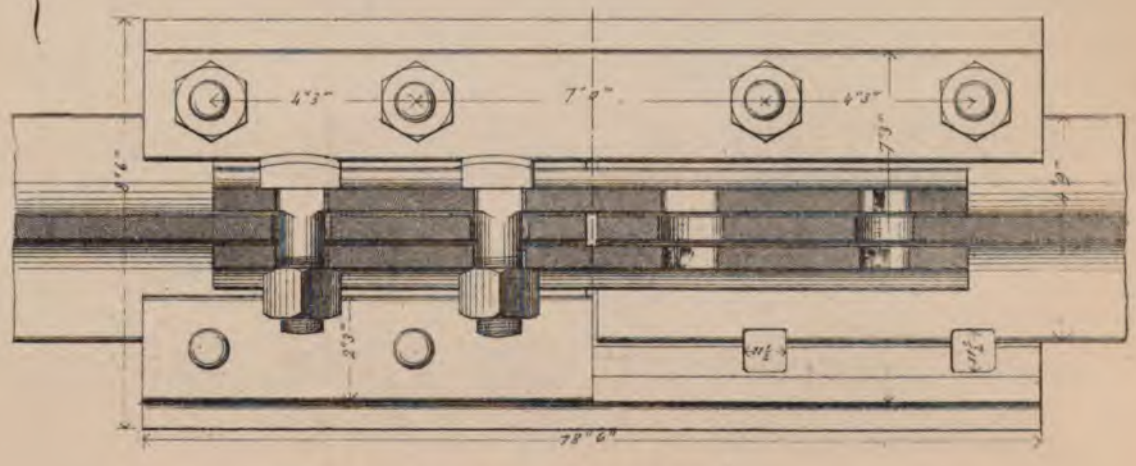
10 System Hartwich

1/5









Die eingeschriebenen Maaße sind rheinl. Zolle

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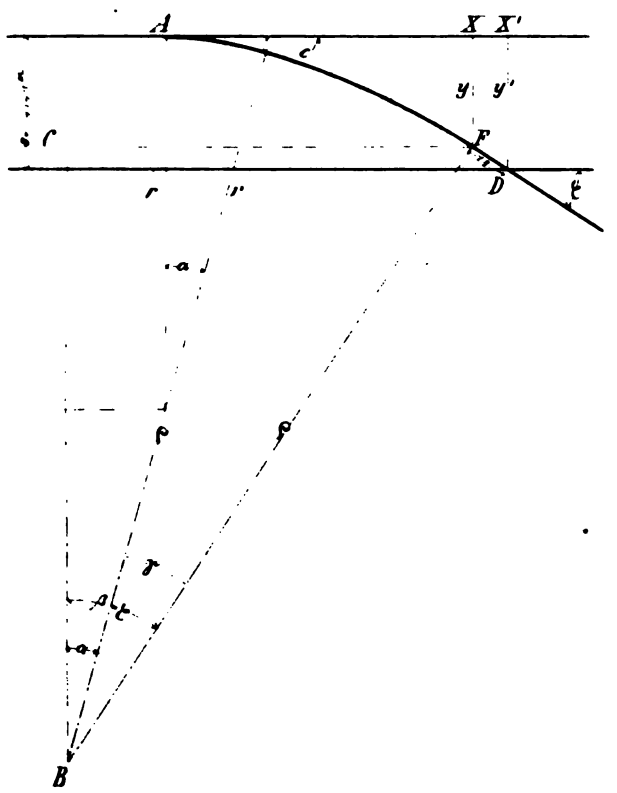

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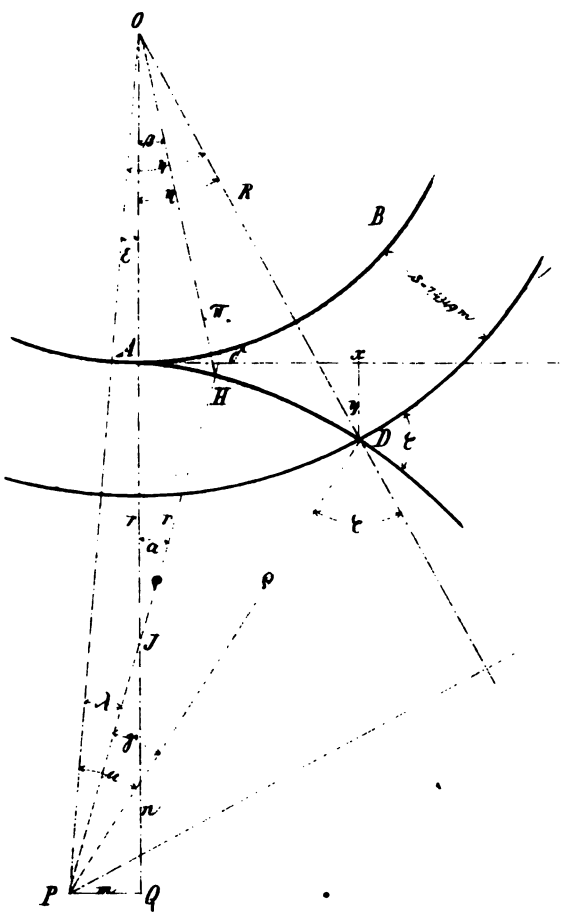

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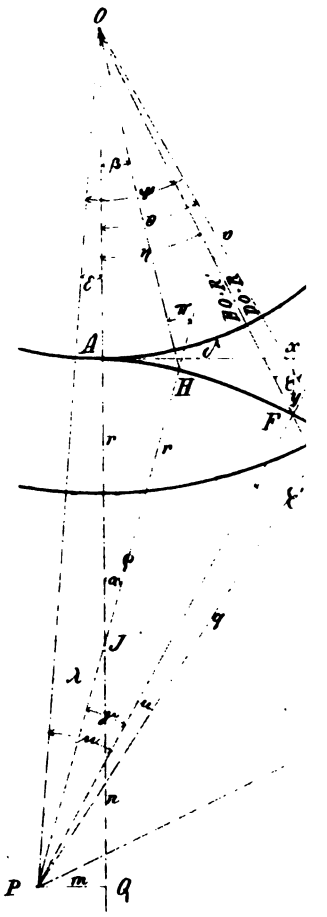

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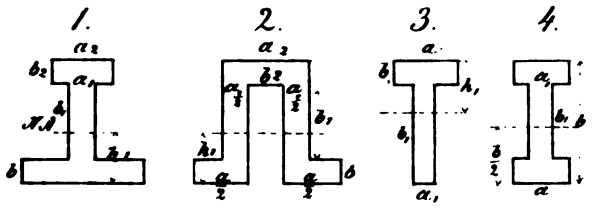

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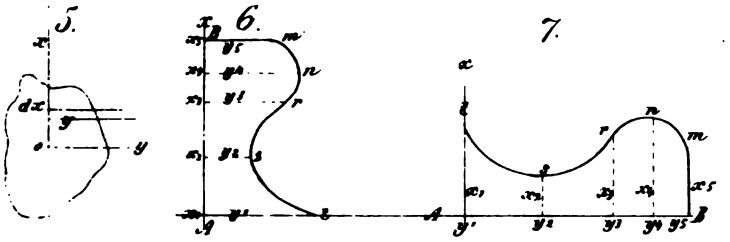

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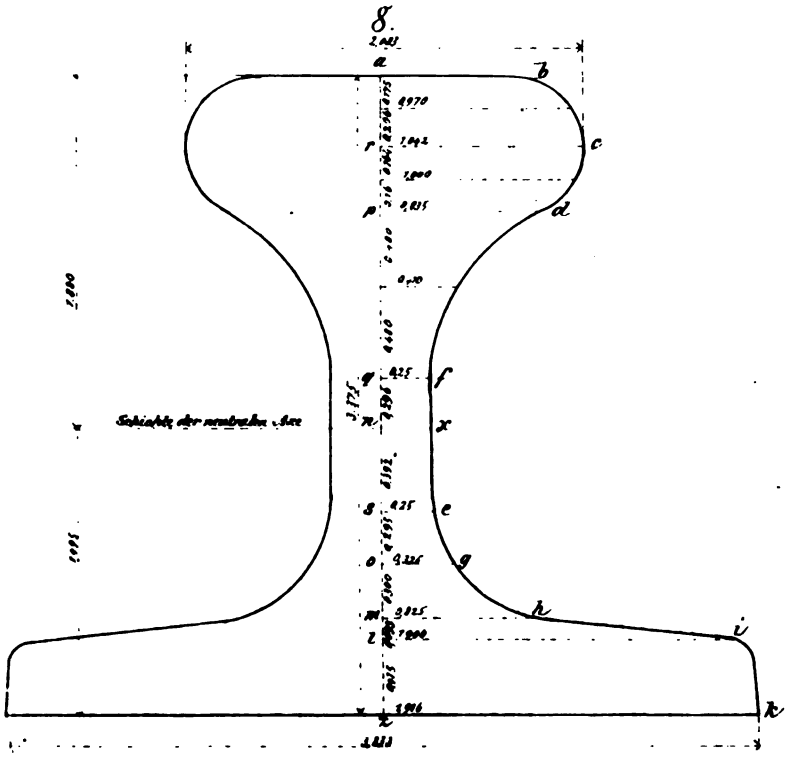
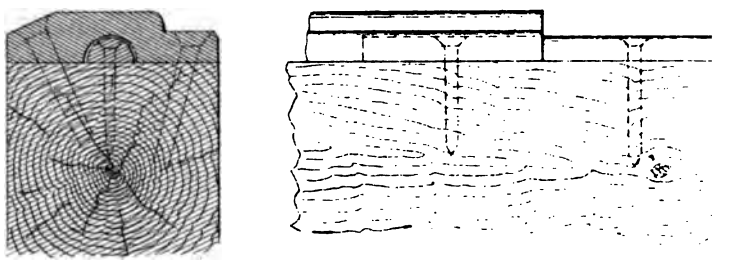


16. Oberbau der Kopenhagener Pferdebah



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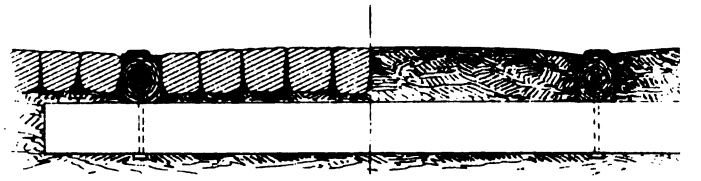

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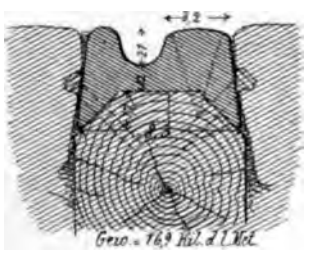

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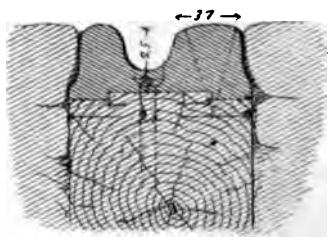

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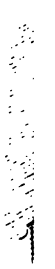

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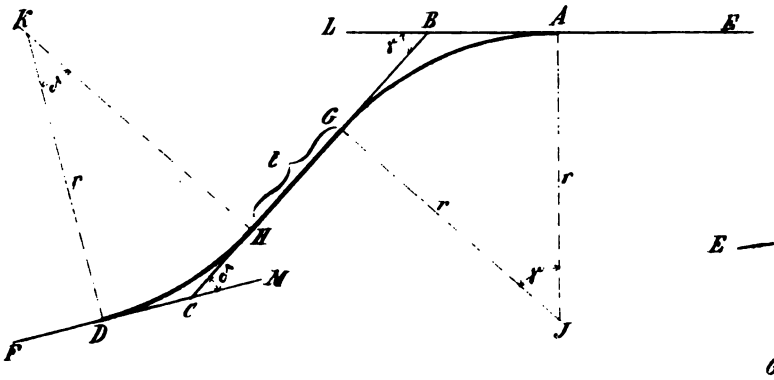

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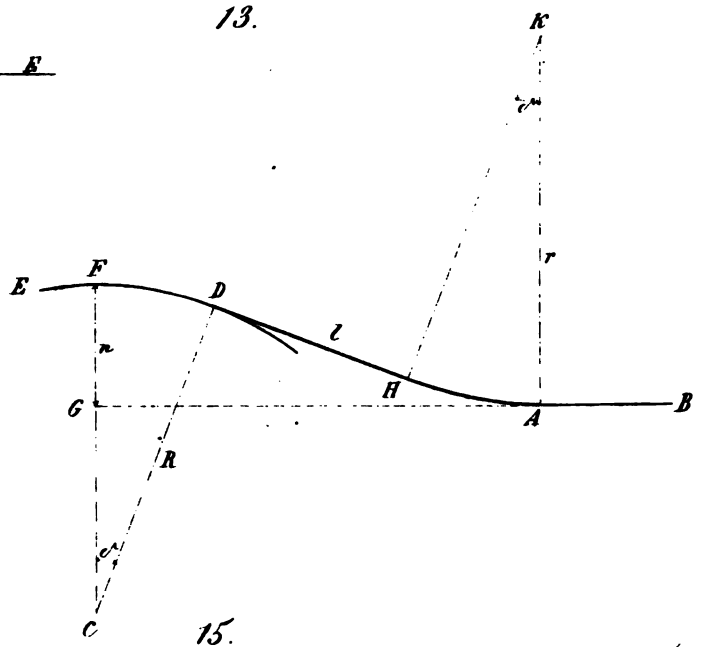

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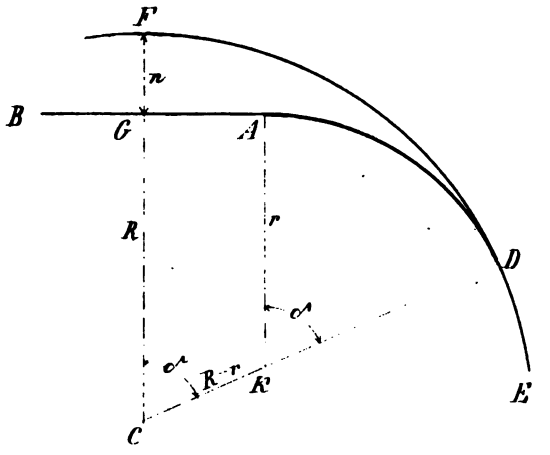

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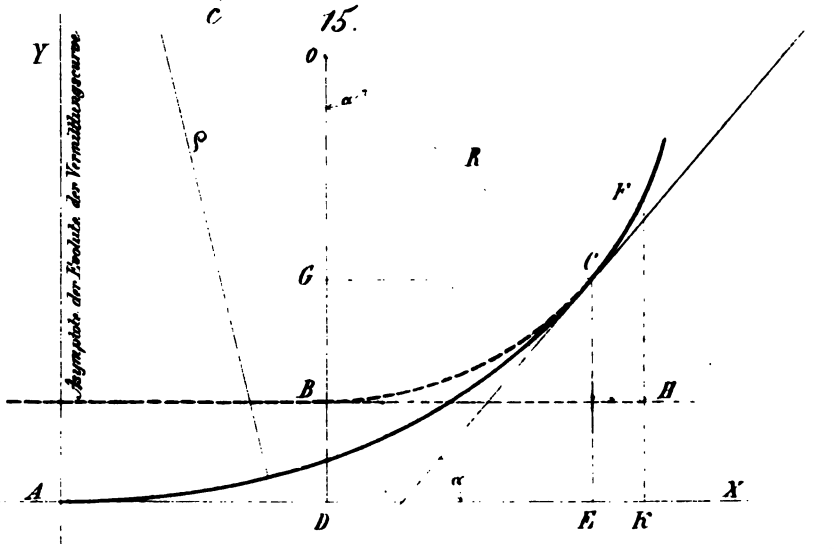
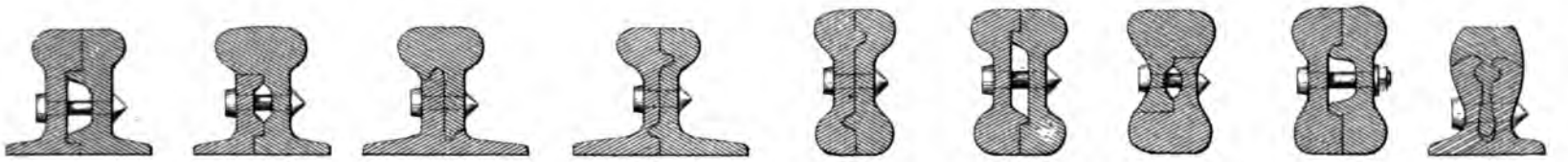


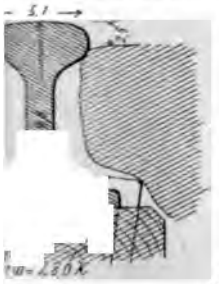
Zusammengesetzte amerikanische Schienen

25. 26. 27. 28. 29. 30. 31. 32. 33.

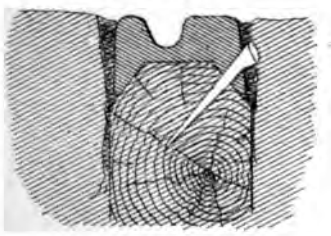


Pferdebahnen

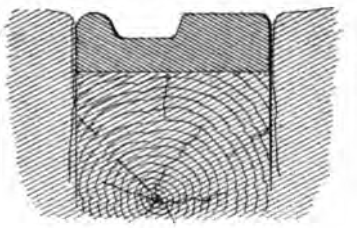
mm's Schiene



21. Wien (1/4)



22. Hamburg



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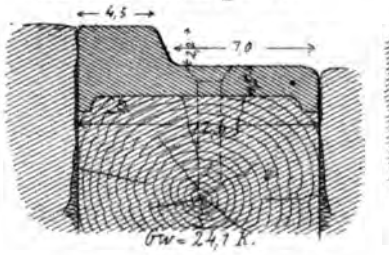
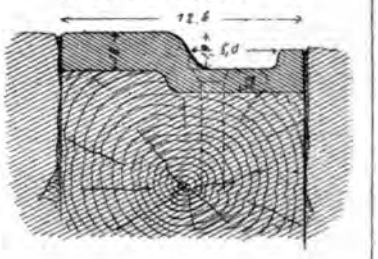
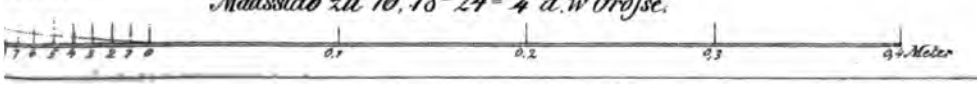
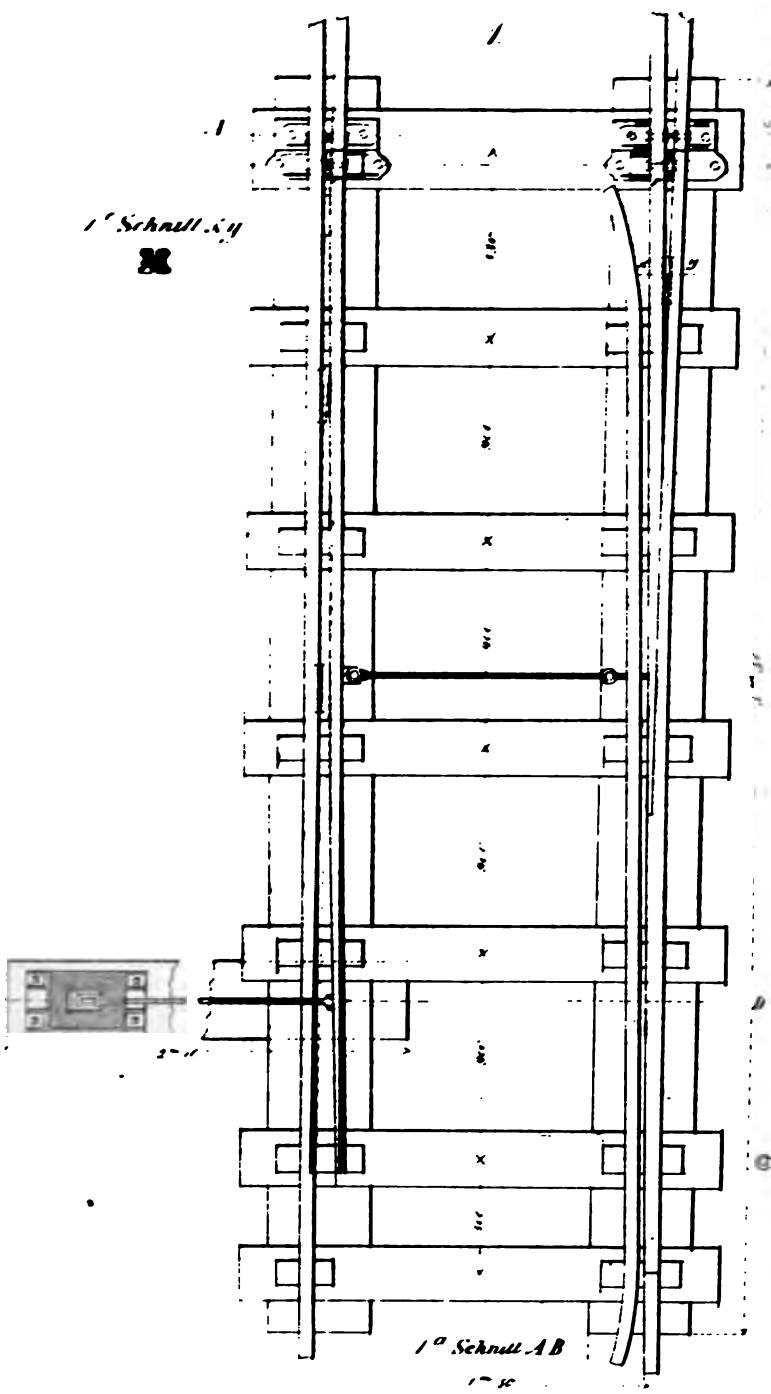


24. St. Louis

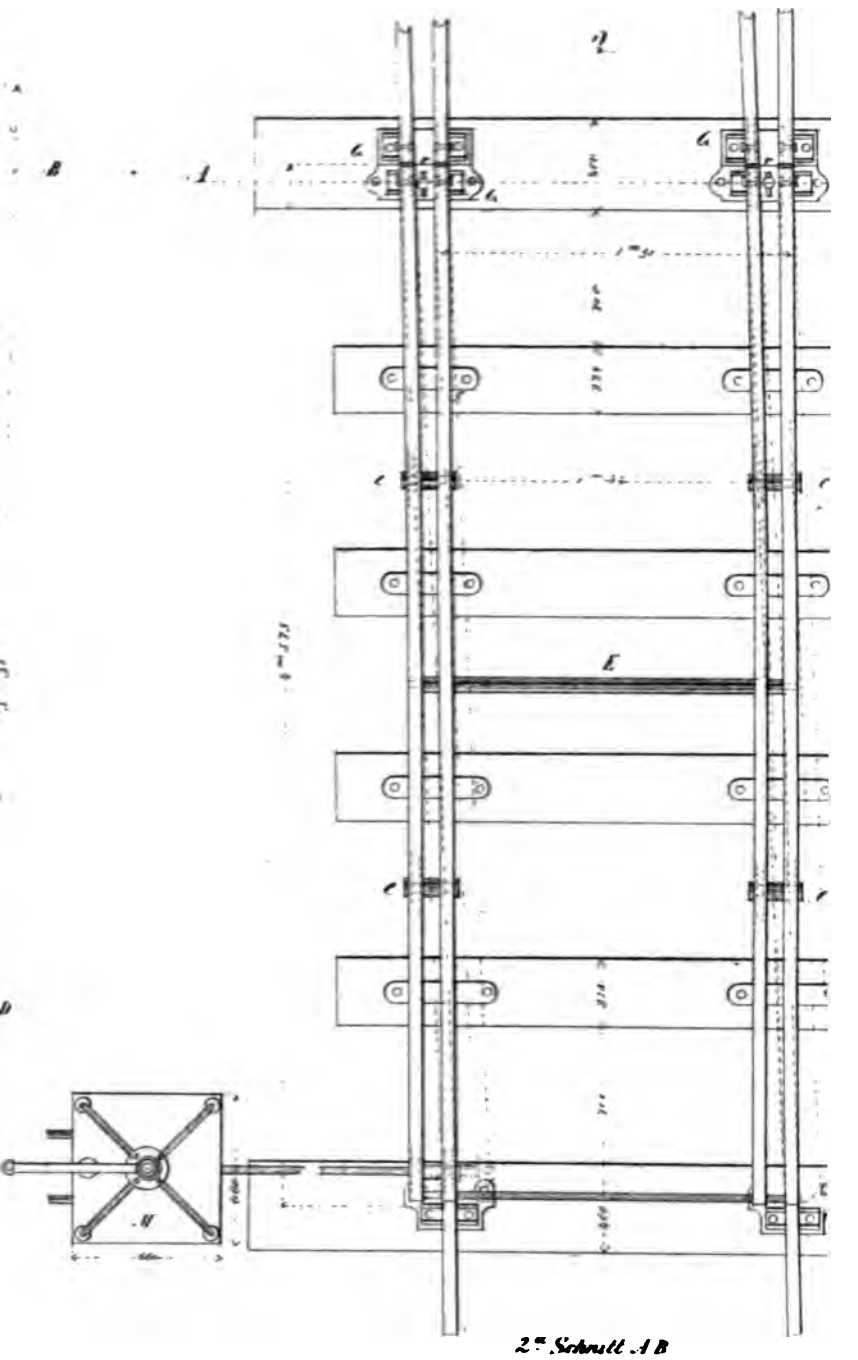


Maasstab zu 16, 18-24 = 1/4 d.w Grösse.





1ᵒ Schnitt A B



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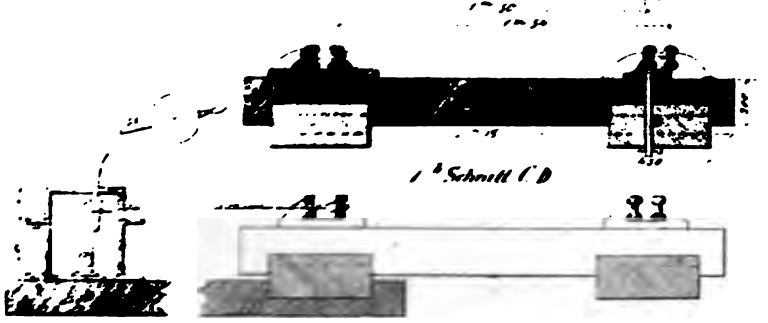
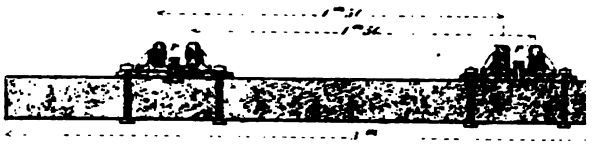
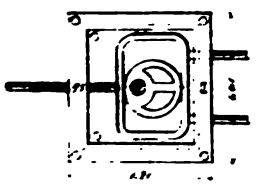
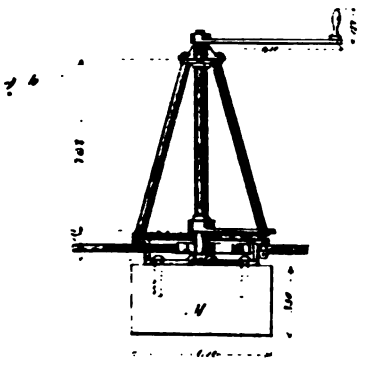
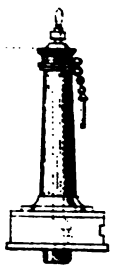


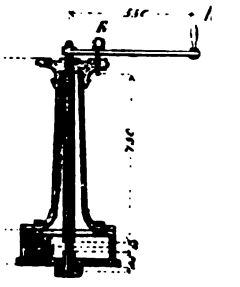
1ᵇ Schnitt C D





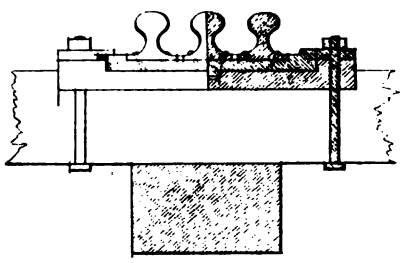




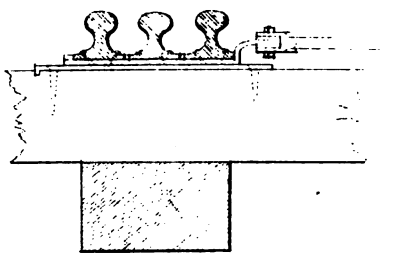


3.

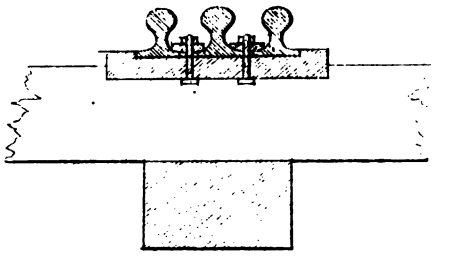
3 a. Ans. und Schnitt A B

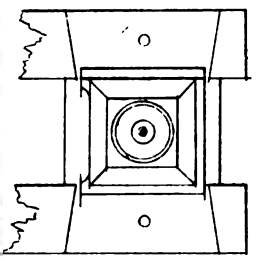


3 b. Schnitt C D



3 c. Schnitt E F





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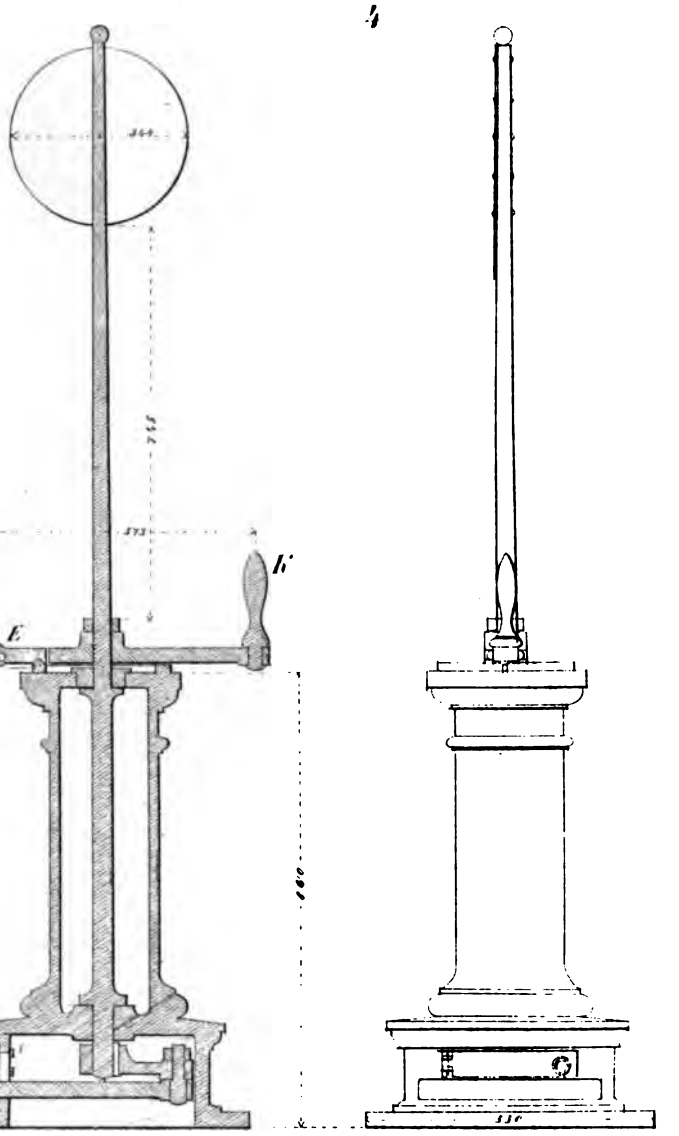
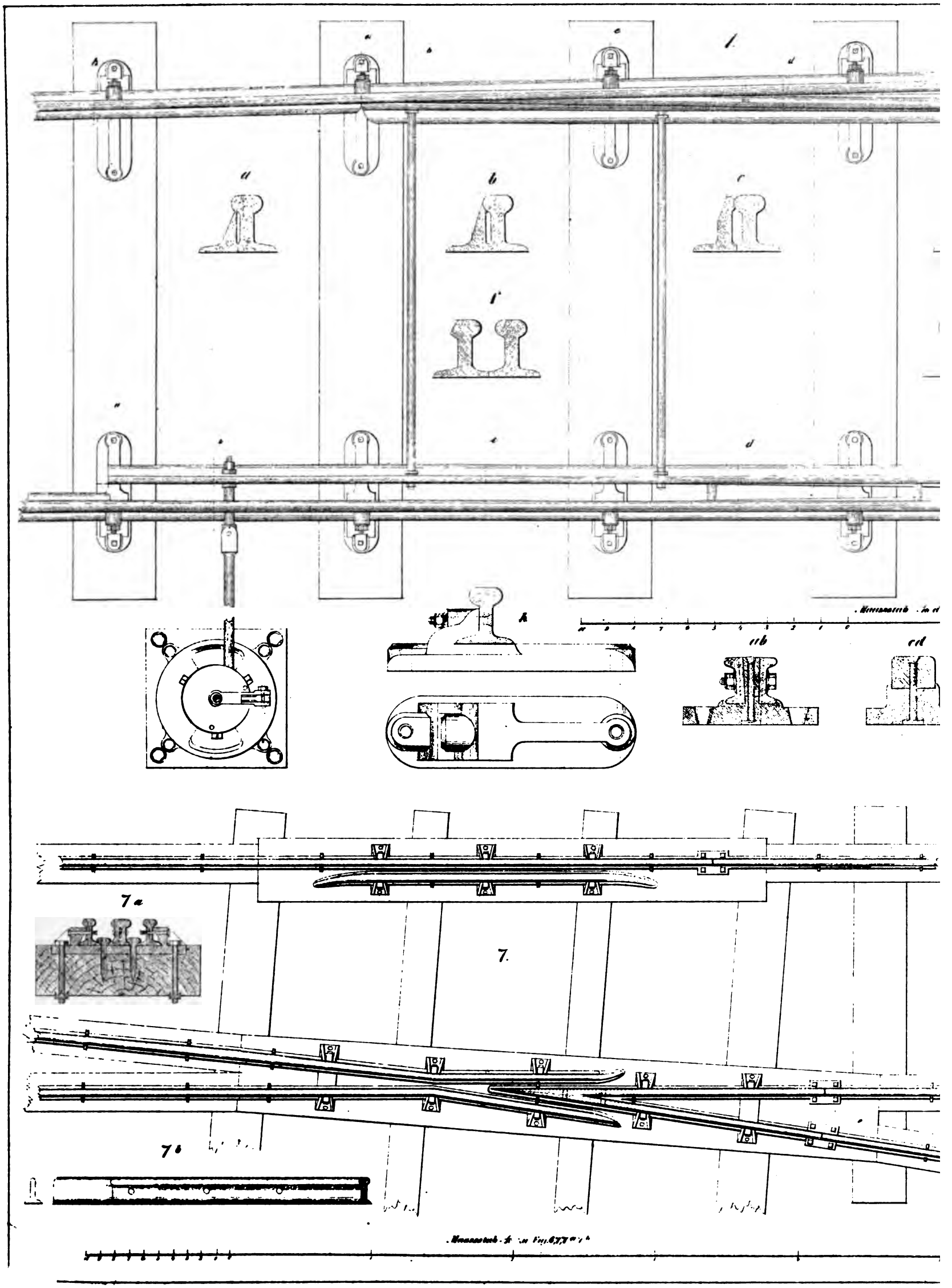
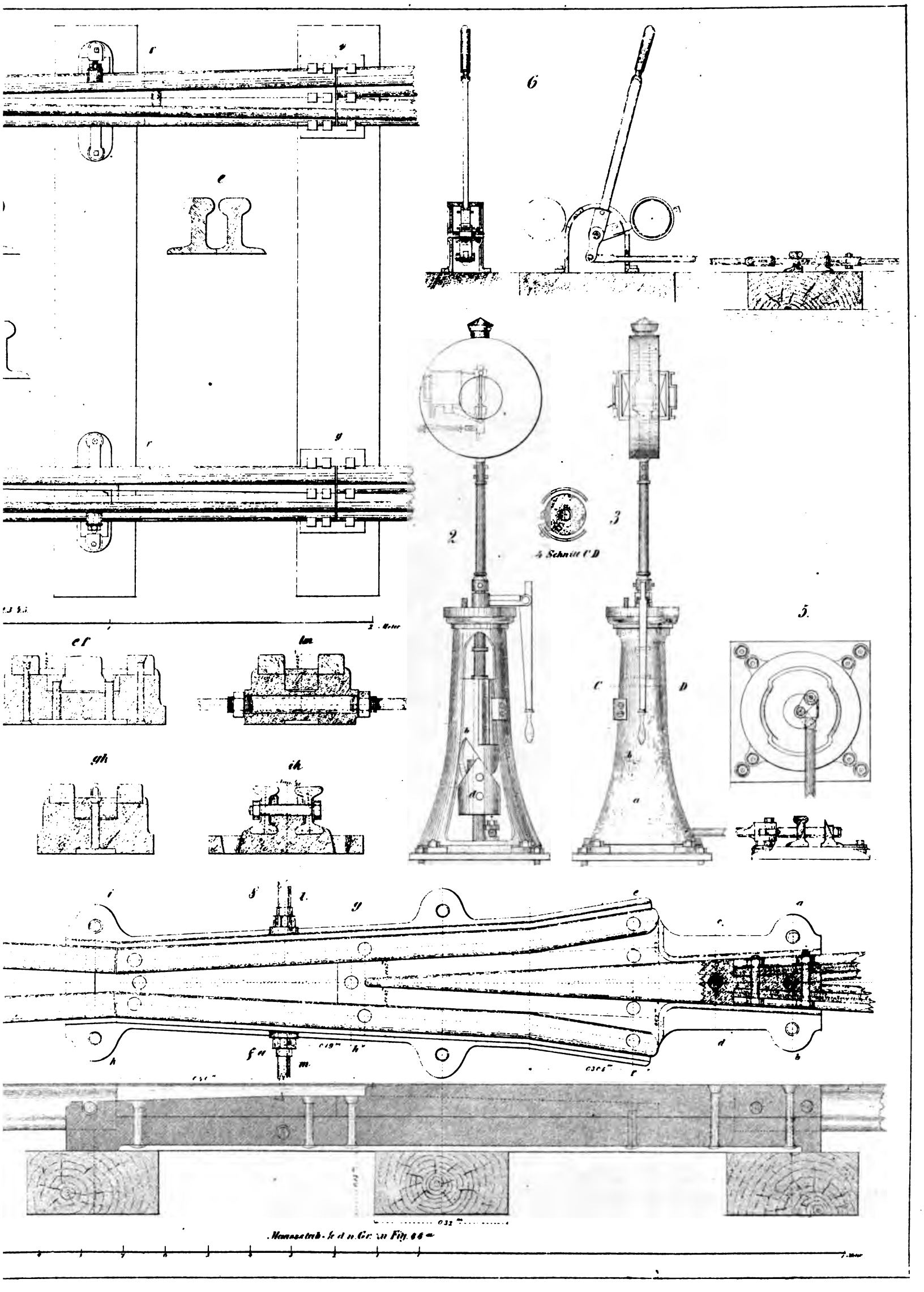


zu den Figg 1 2 3

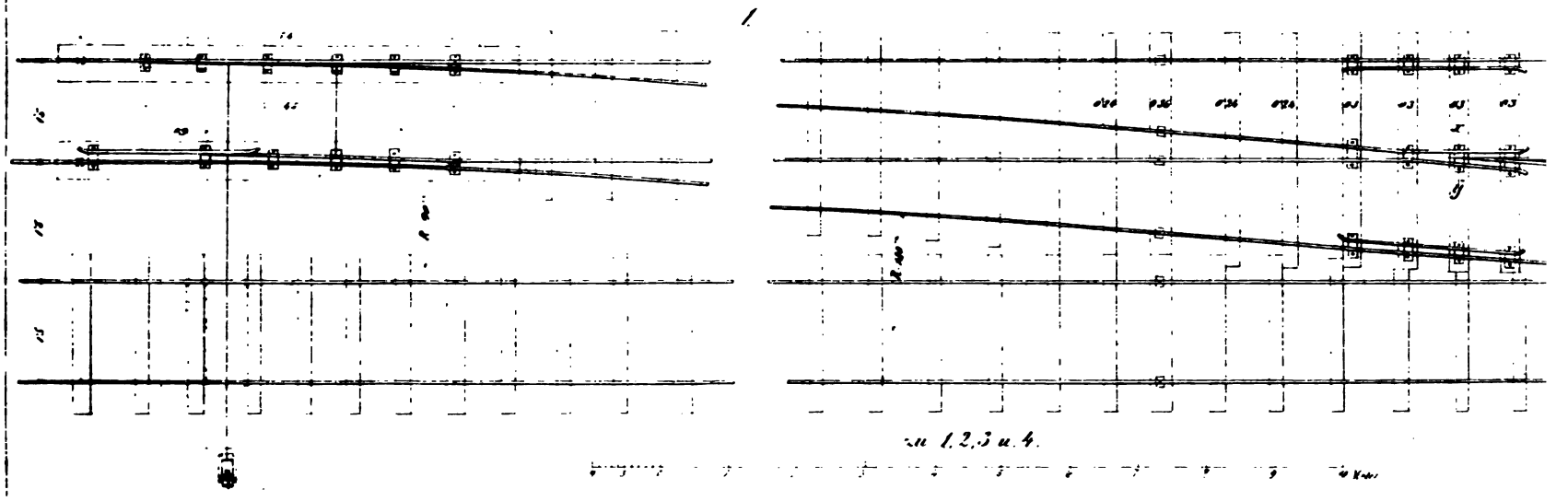
zu 4.



a
b
c
f
h
ab
cd
7a
7.
7b

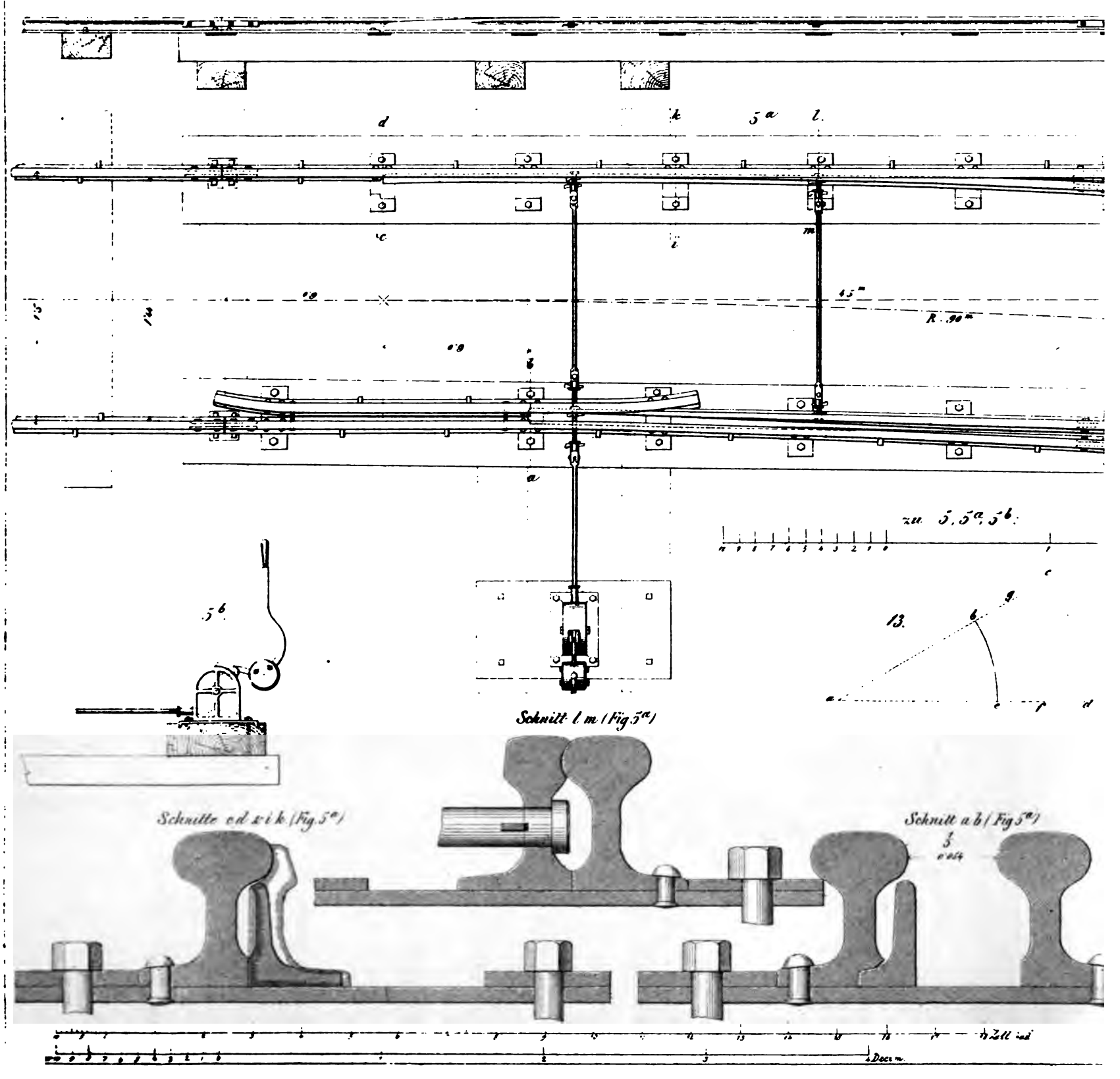

6
2
3
4 Schnitt C D
5.
cf
lm
gh
ik
2 Meter

1.



zu 1, 2, 3 u. 4.

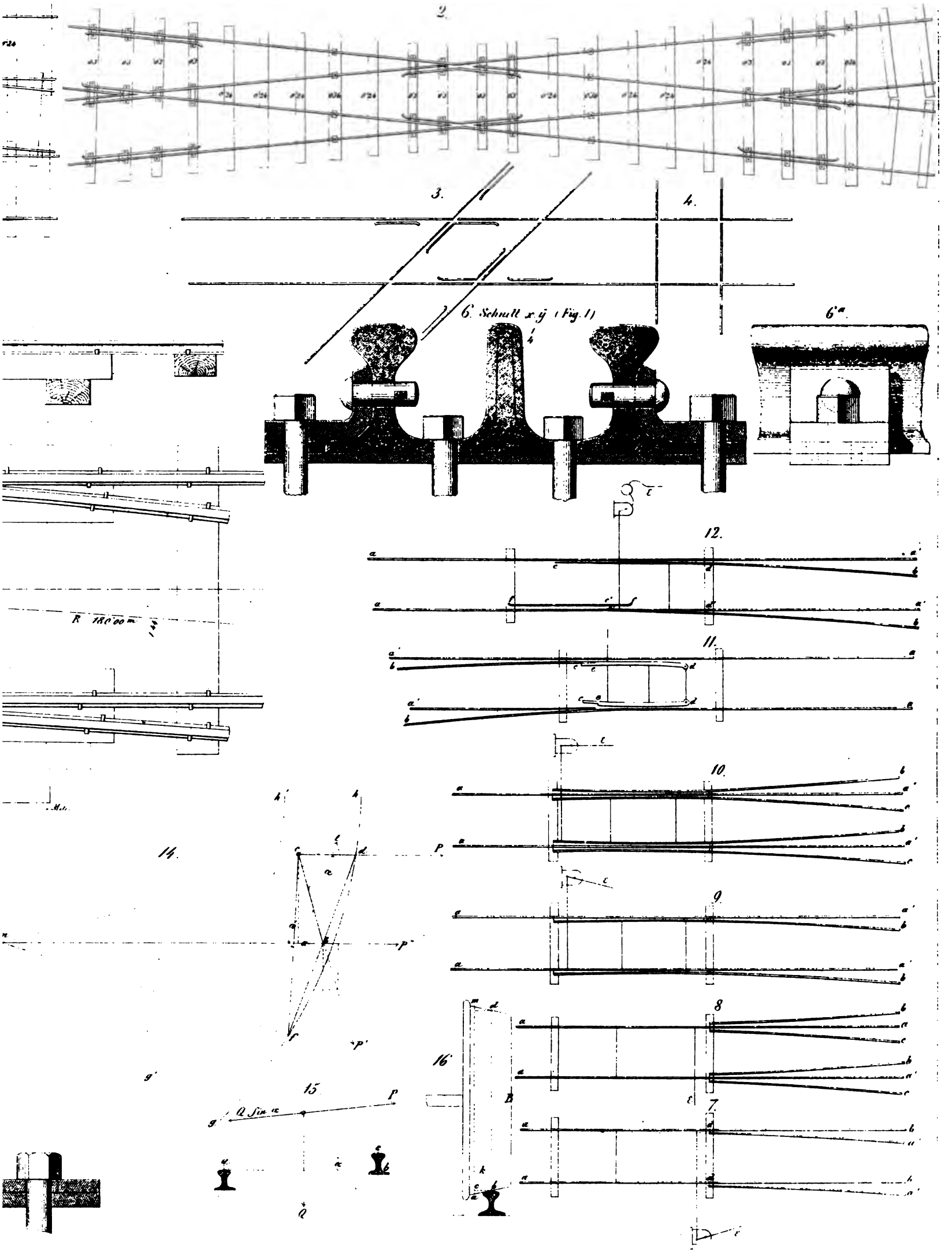
5.



zu 5, 5a, 5b.

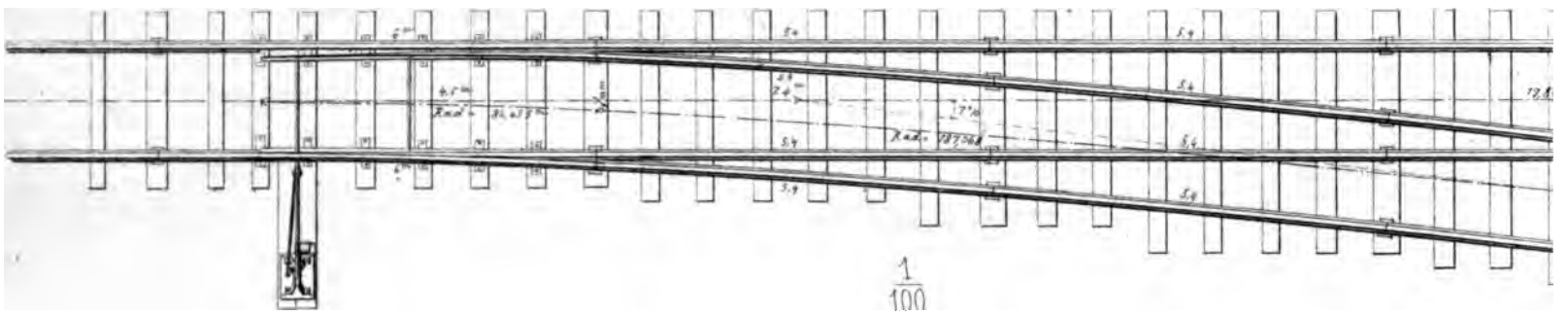
5b.

Schnitt l m (Fig. 5a)

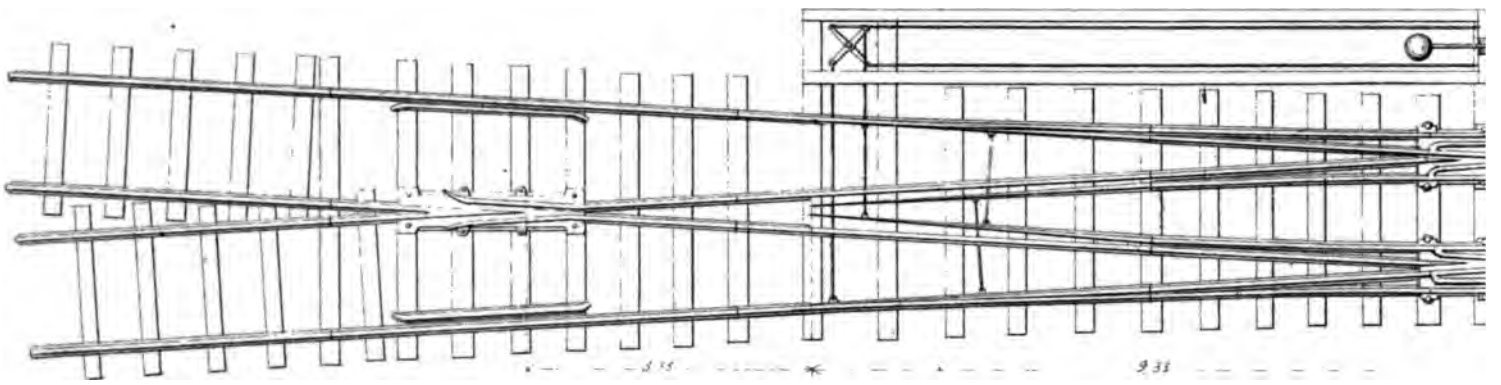

2.
3.
4.
6. Schnitt x y (Fig. 1)
6a.
12.
11.
10.
9.
8.
7.
16.
15
14.
R 180·00 m.

1. Einfa

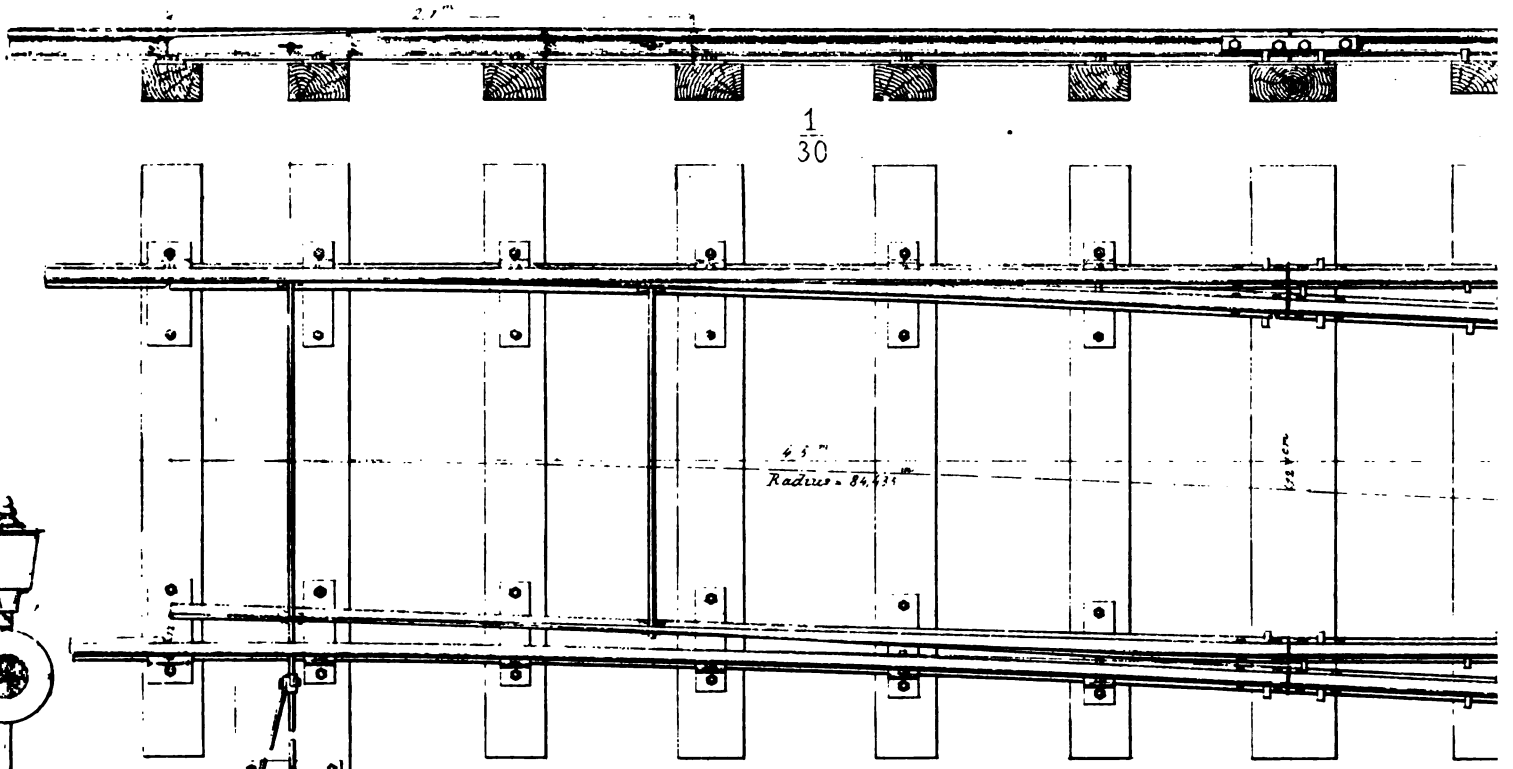
Kreu



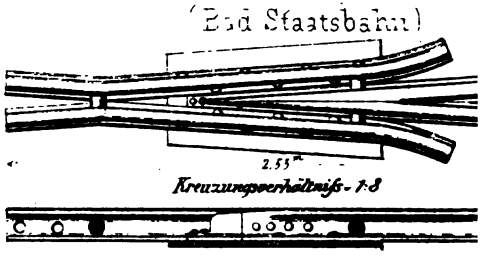
2. Engli



4. Detail einer einfachen Weiche
(Bad Staatsbahn)



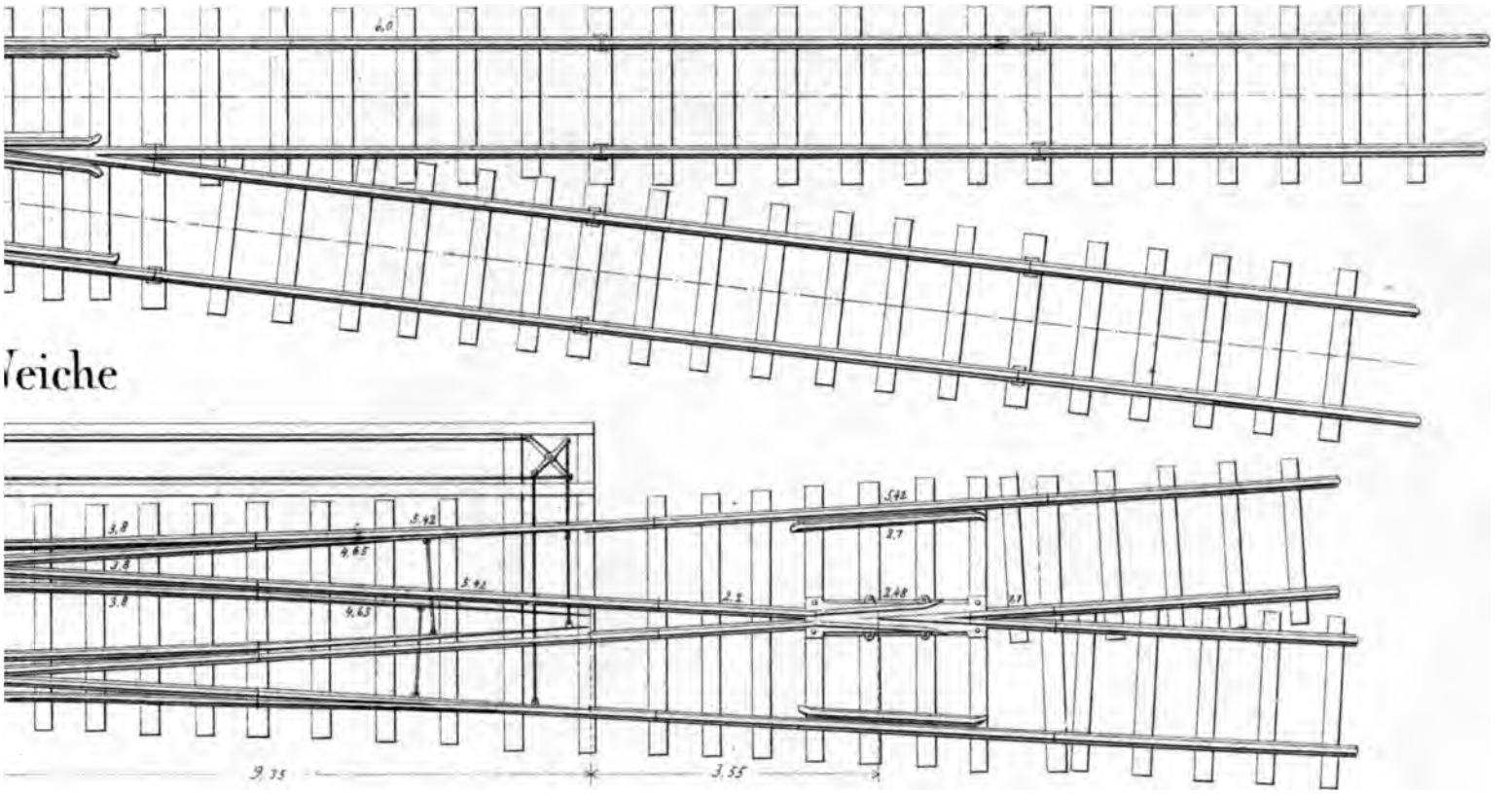
5. Detail einer Kreuzu
(Bad Staatsbahn)



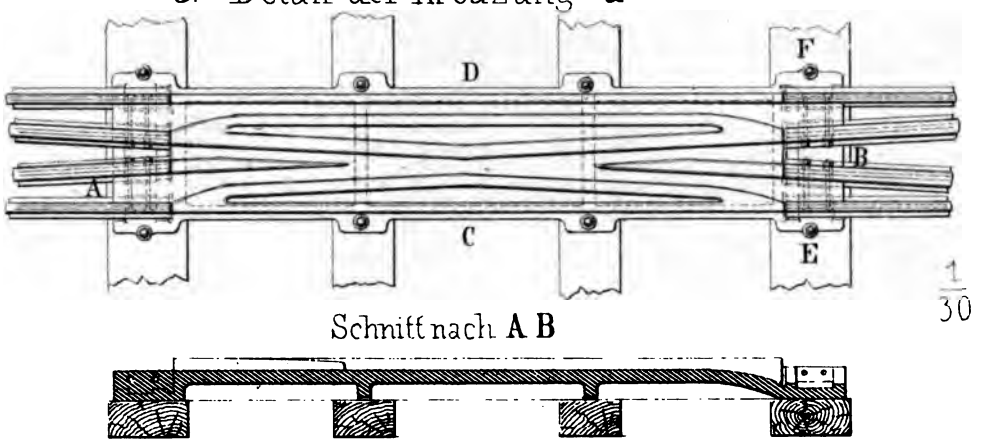
Maassstab 1/100 d. w. Gr.

Meter

eiche
ifs - 1.8

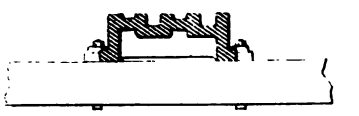


3. Detail der Kreuzung **a**



1/30

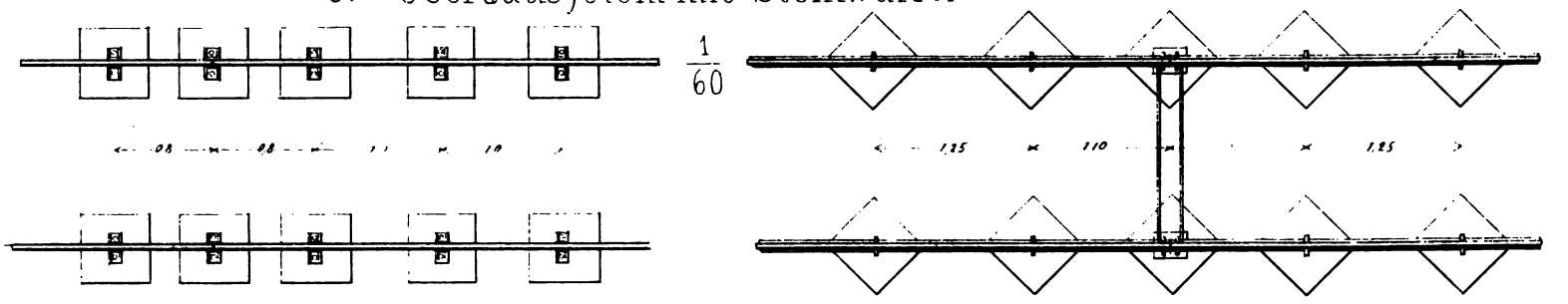
Schnitt **C D**



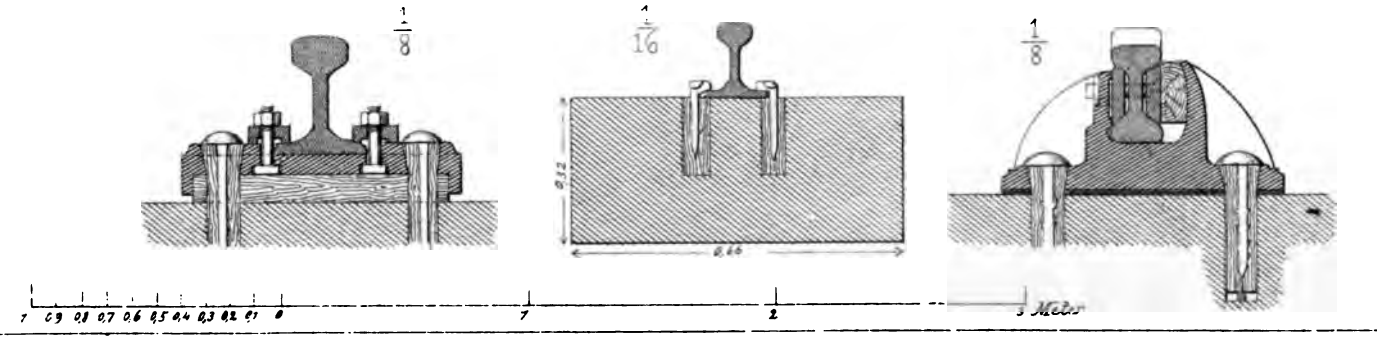
Schnitt nach **A B**

Schnitt **E F**

6. Oberbausystem mit Steinwurfel

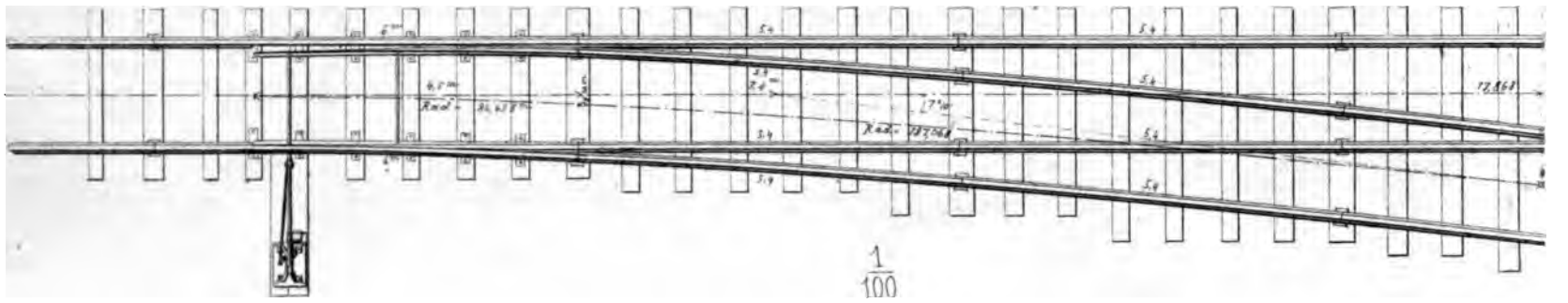


7. Taunus-Bahn

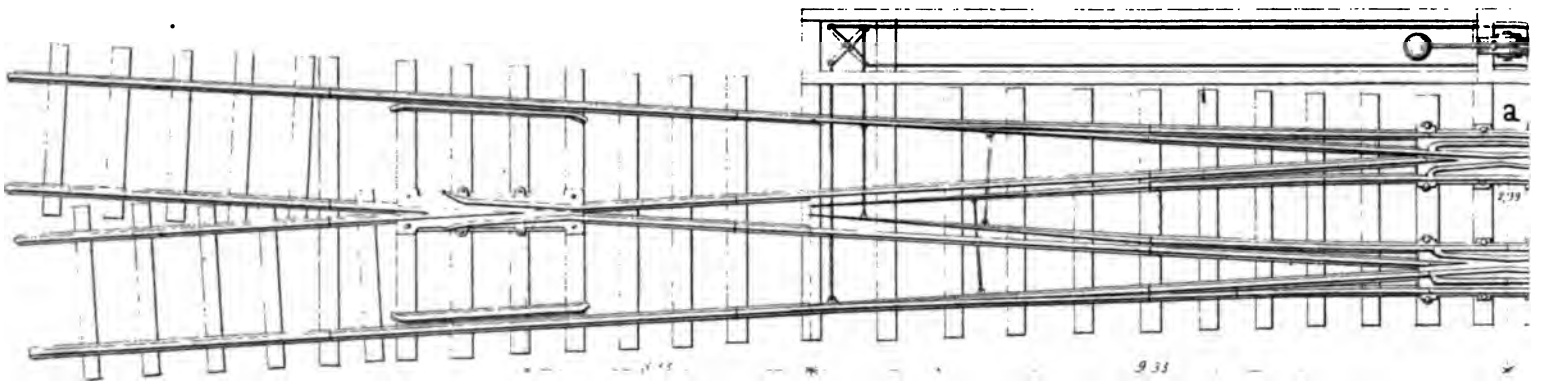


1. Einfach

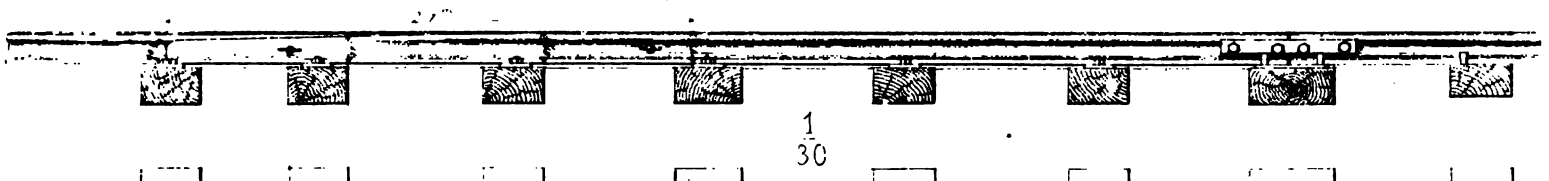
Kreuzungs

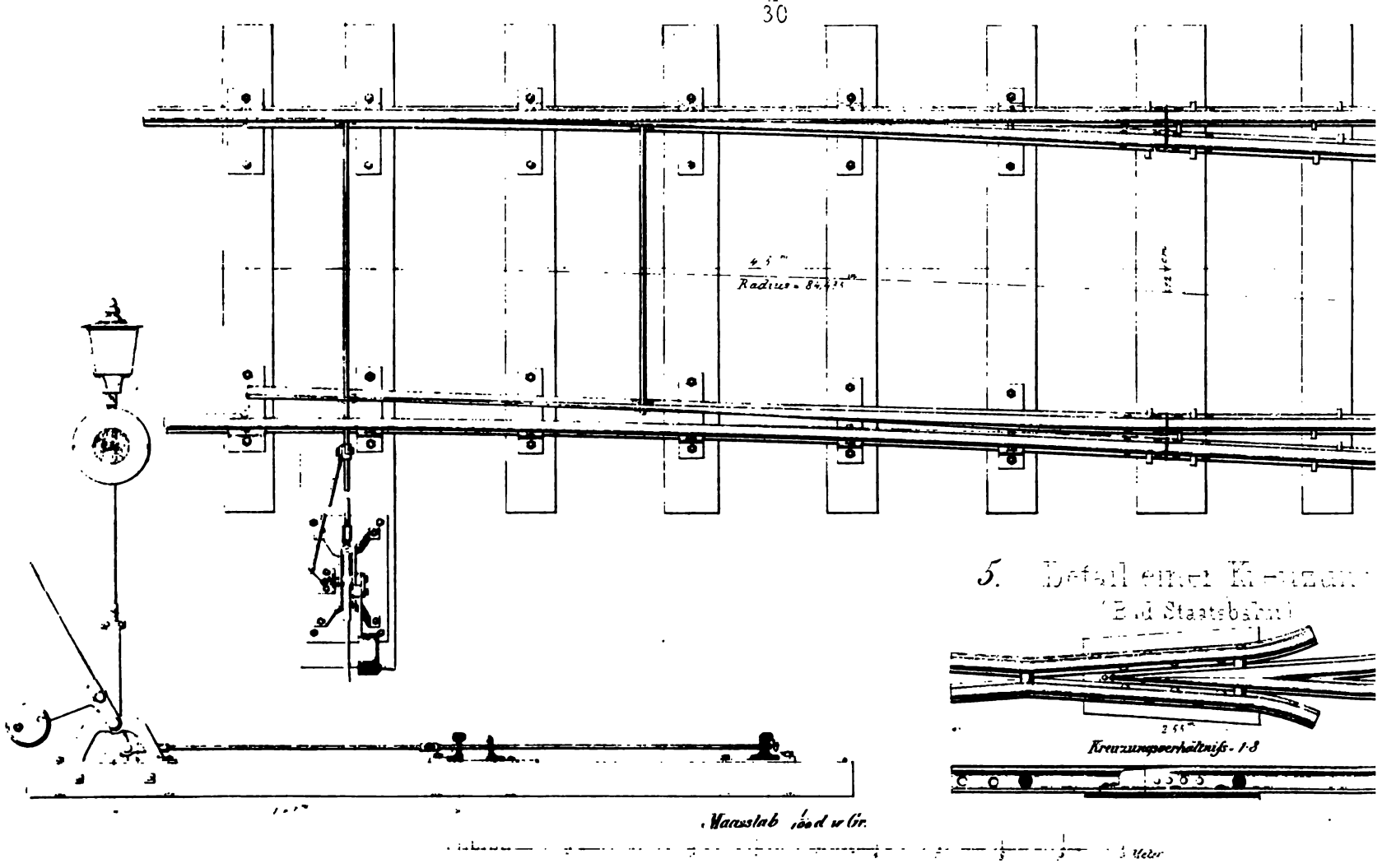


2. Englisc



4. Detail einer einfachen Weiche
(Bad Staatsbahn)

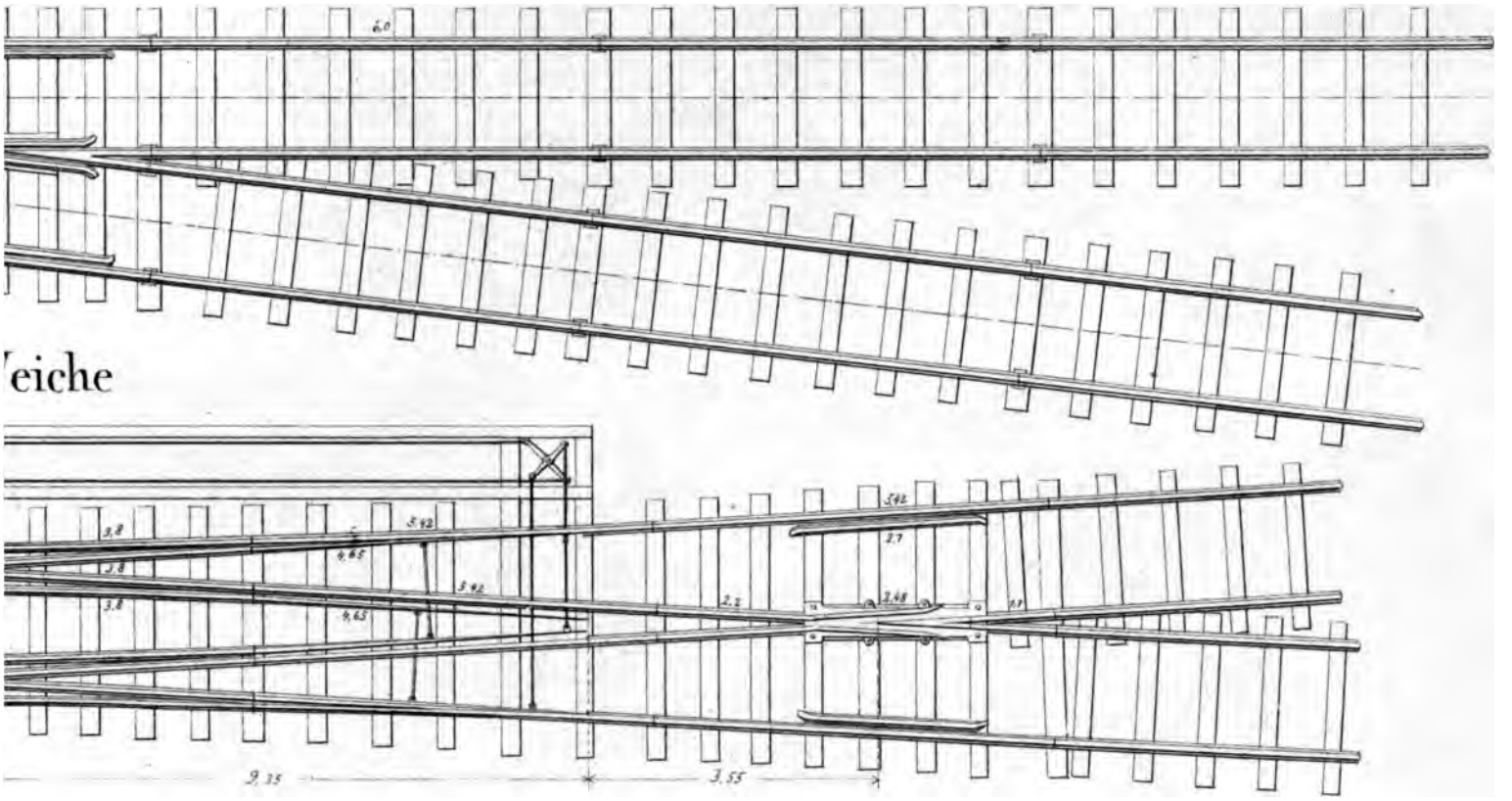




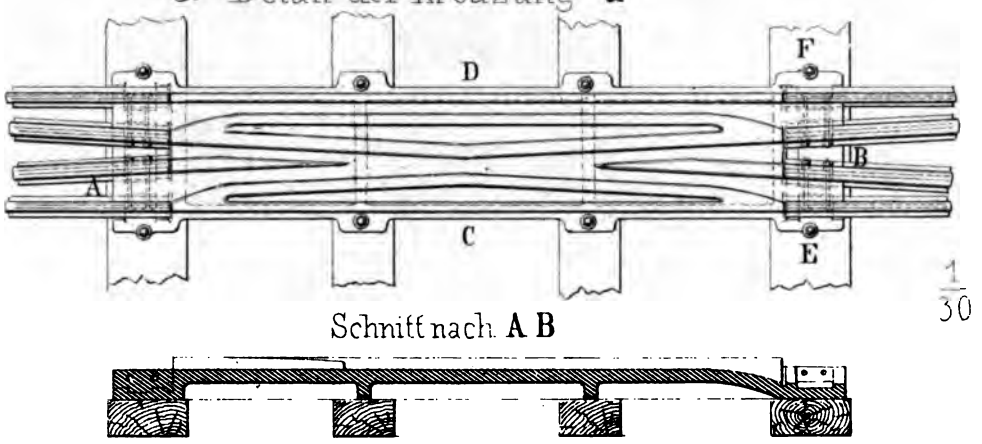
5. Detail einer Kreuzun
(Bad Staatsbahn)

Kreuzungsverhältniss 1:8

eiche
fig-18



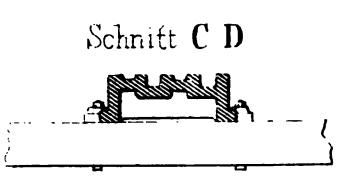
3. Detail der Kreuzung a



1/30

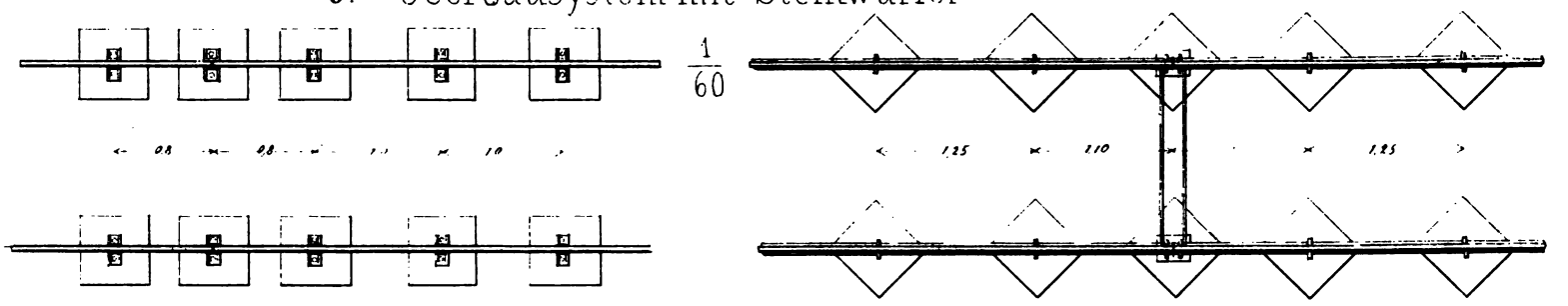
Schnitt nach A B

Schnitt C D

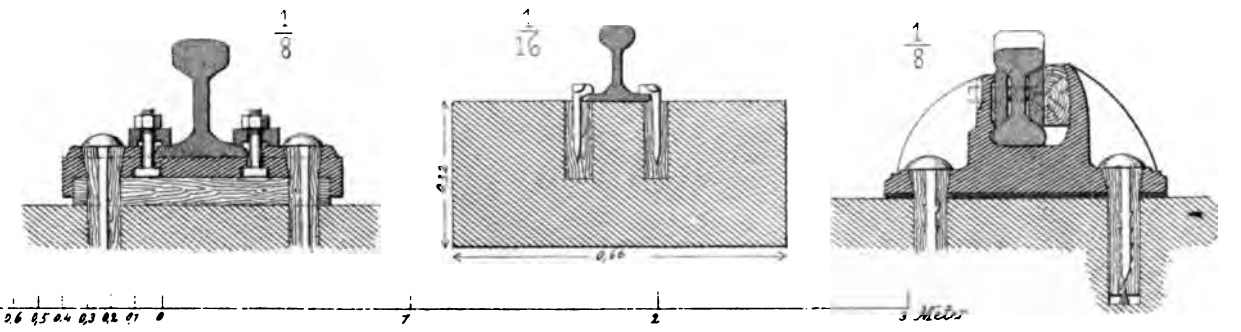


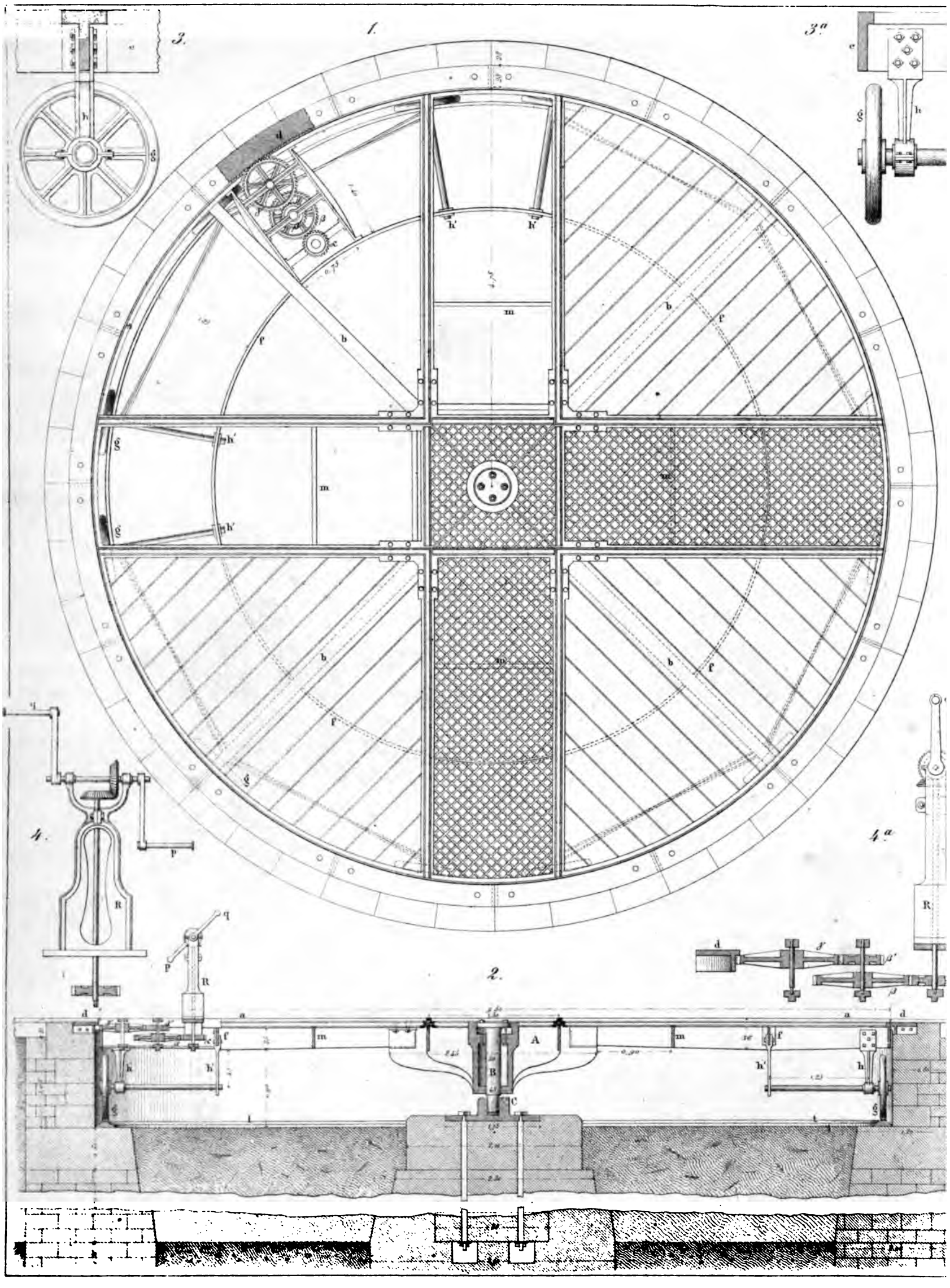
Schnitt E F

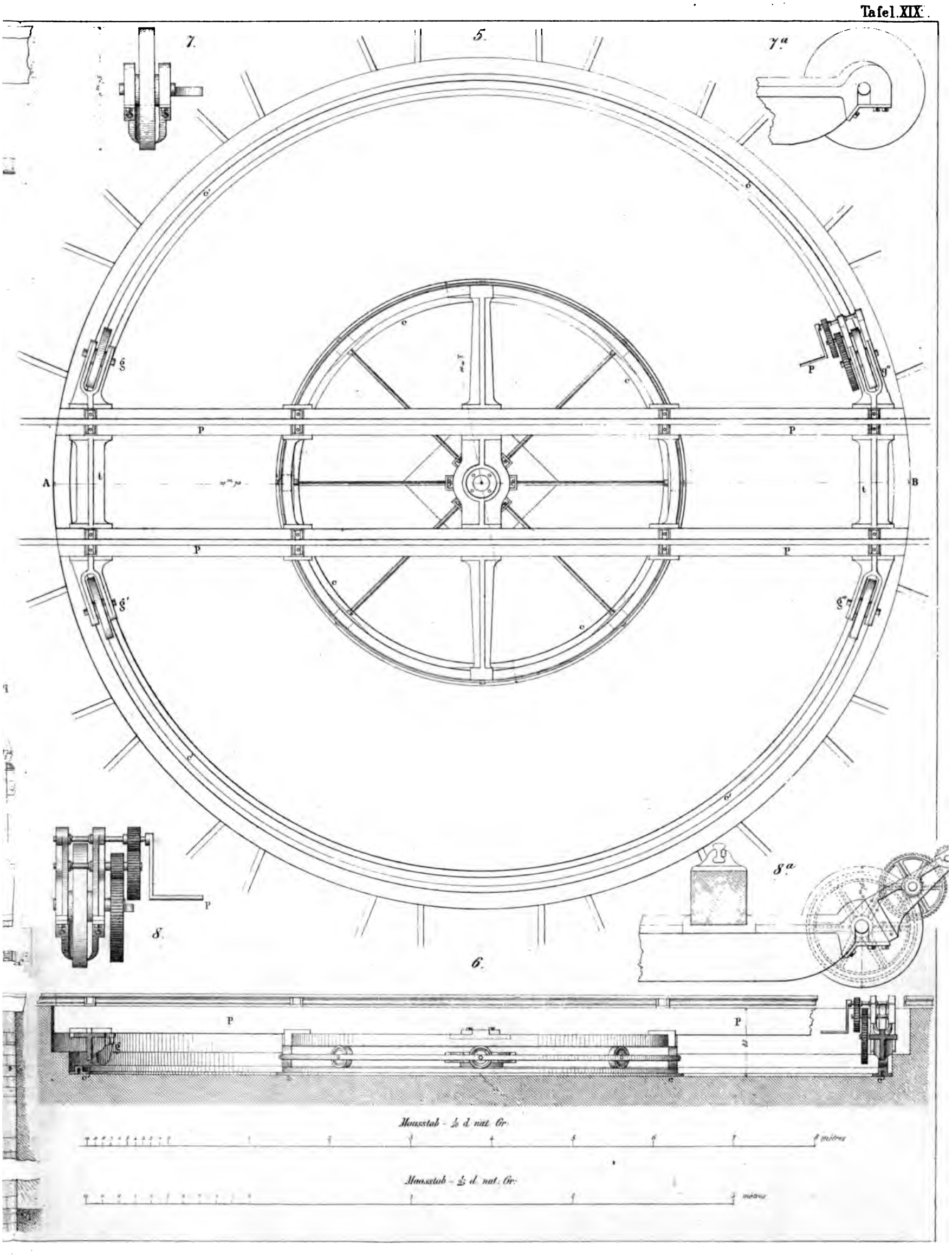
6. Oberbausystem mit Steinwurfel



7. Taunus-Bahn

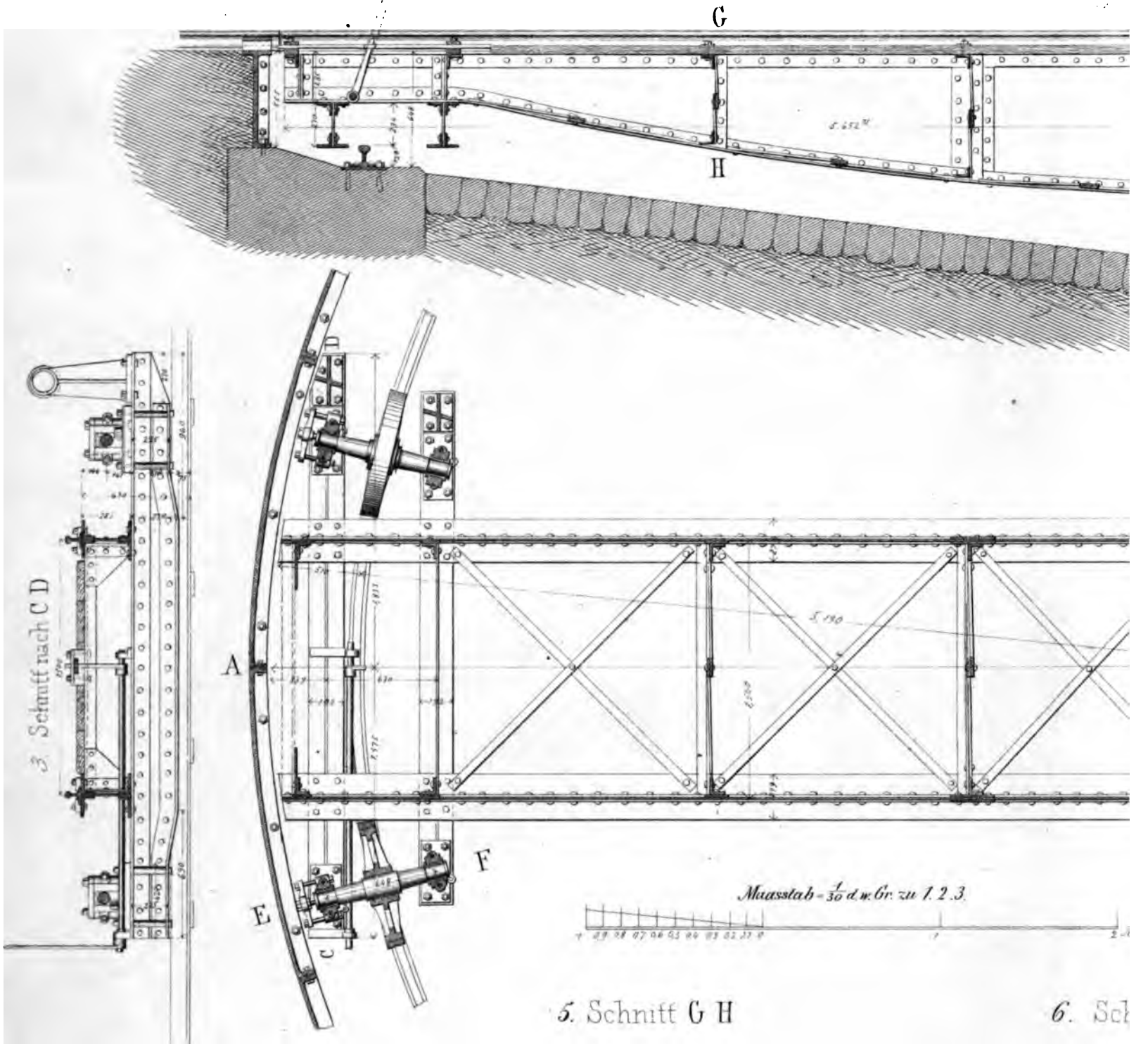



1.
2.
3.
3.a
4.
4.a
A
B
C
R
m
b
f
g
h
h'
d
a
p
q


7.
5.
7.a
8.
8.a
6.
A
B
P
Maasstab - 1/10 d. nat. Gr.
Maasstab - 1/25 d. nat. Gr.

Drehscheibe vo

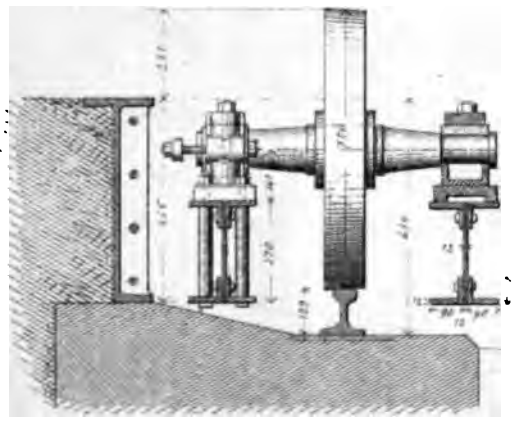
1. Längen

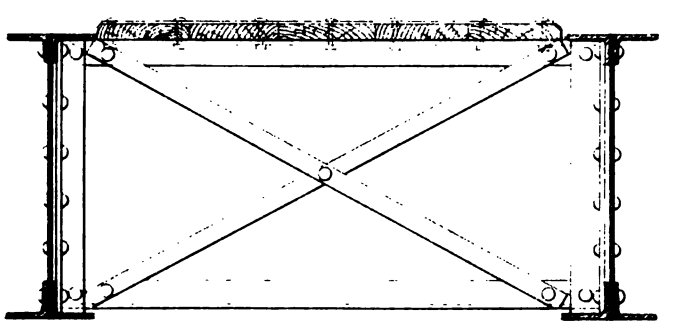


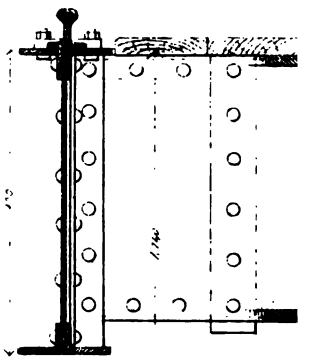
5. Schnitt G H

6. Sch

4. Schnitt E F

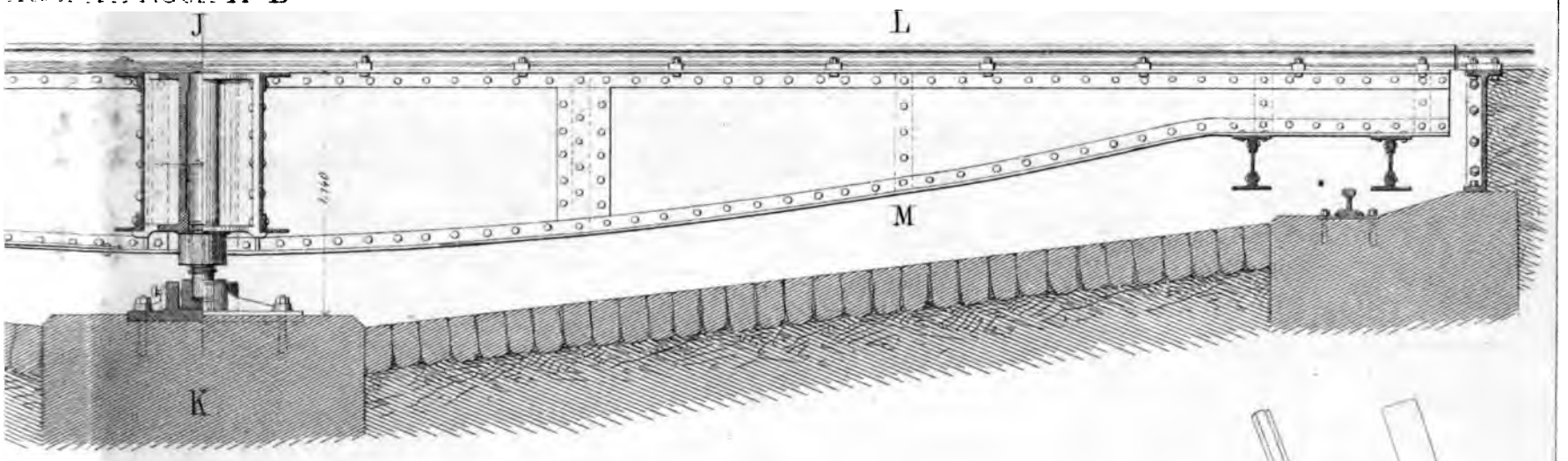




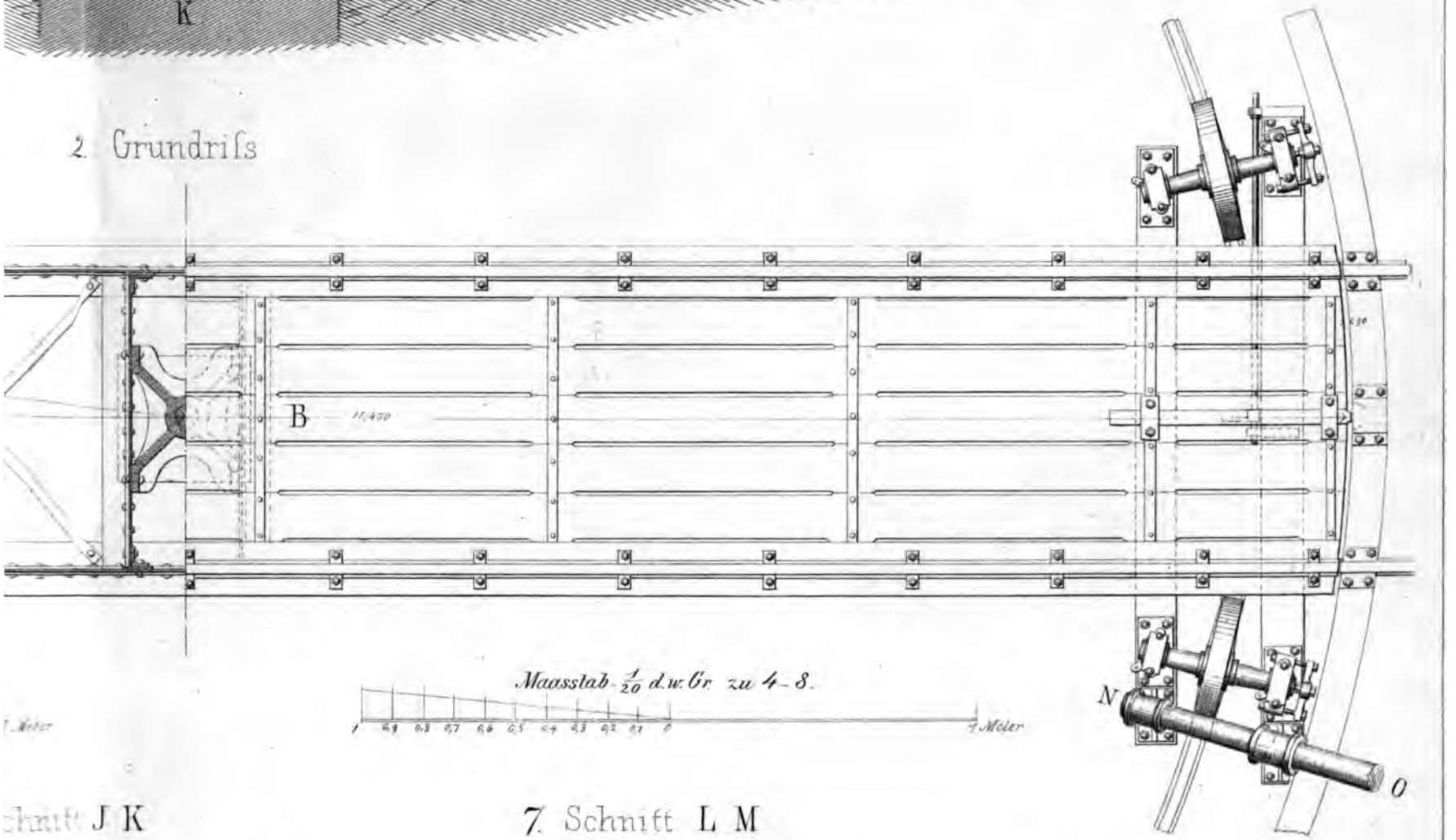


von 1,4 Meter Durchmesser

Schnitt nach A B



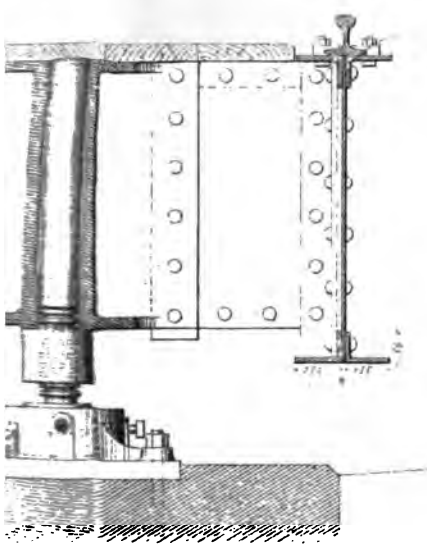
2. Grundriss



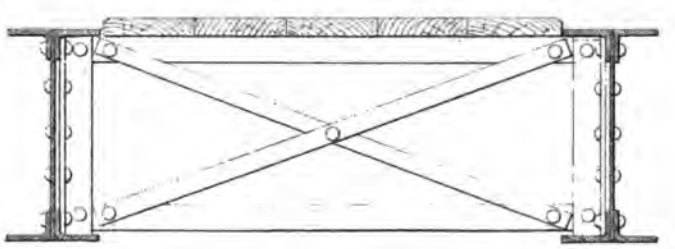
Maassstab $\frac{1}{20}$ d.w.Gr. zu 4–8.

1 Meter — 1 Meter

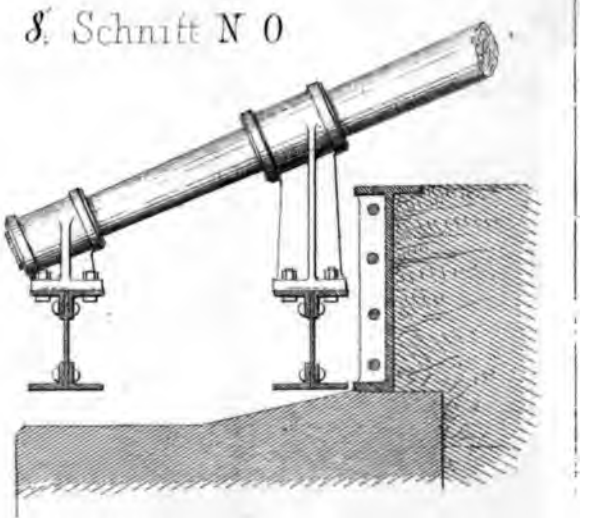
6. Schnitt J K



7. Schnitt L M

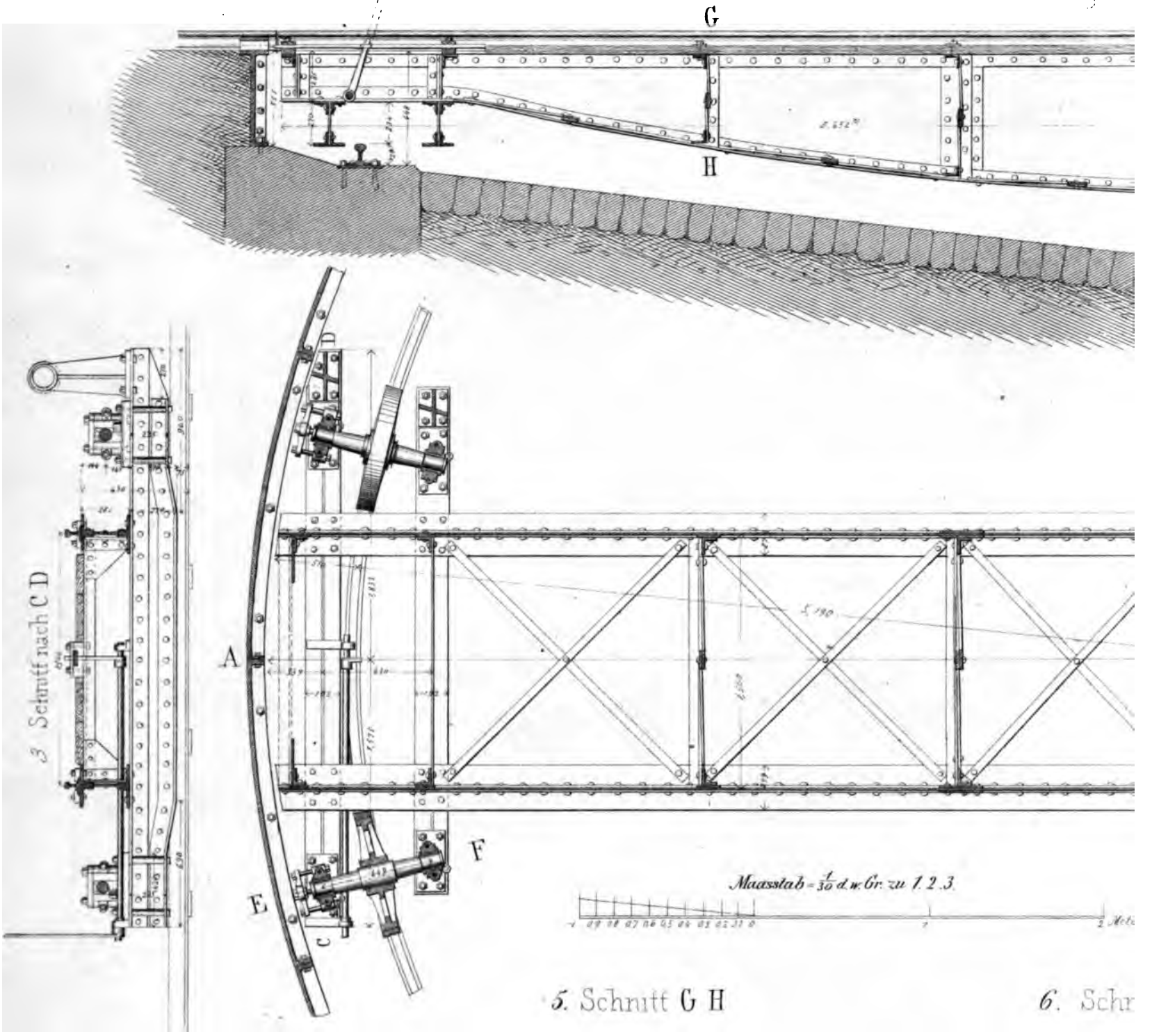


8. Schnitt N O



Drehscheibe vor

1. Längen

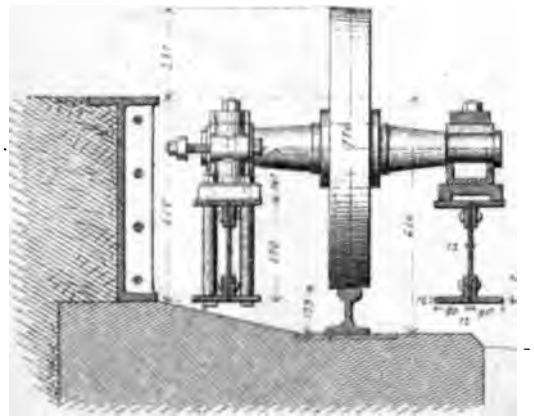


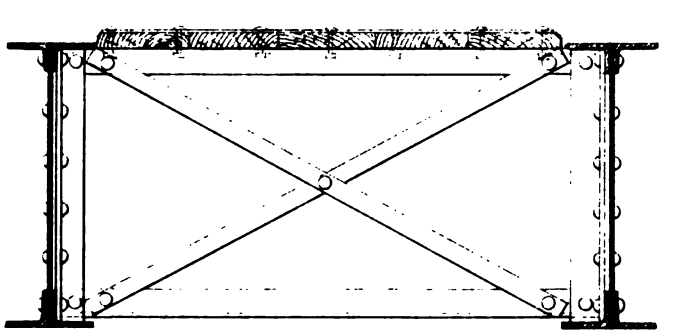
3. Schnitt nach C D

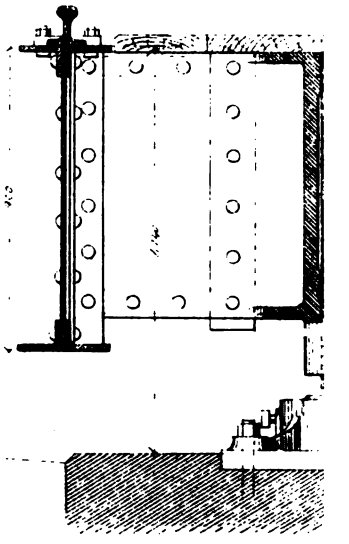
5. Schnitt G H

6. Schr

4. Schnitt E F

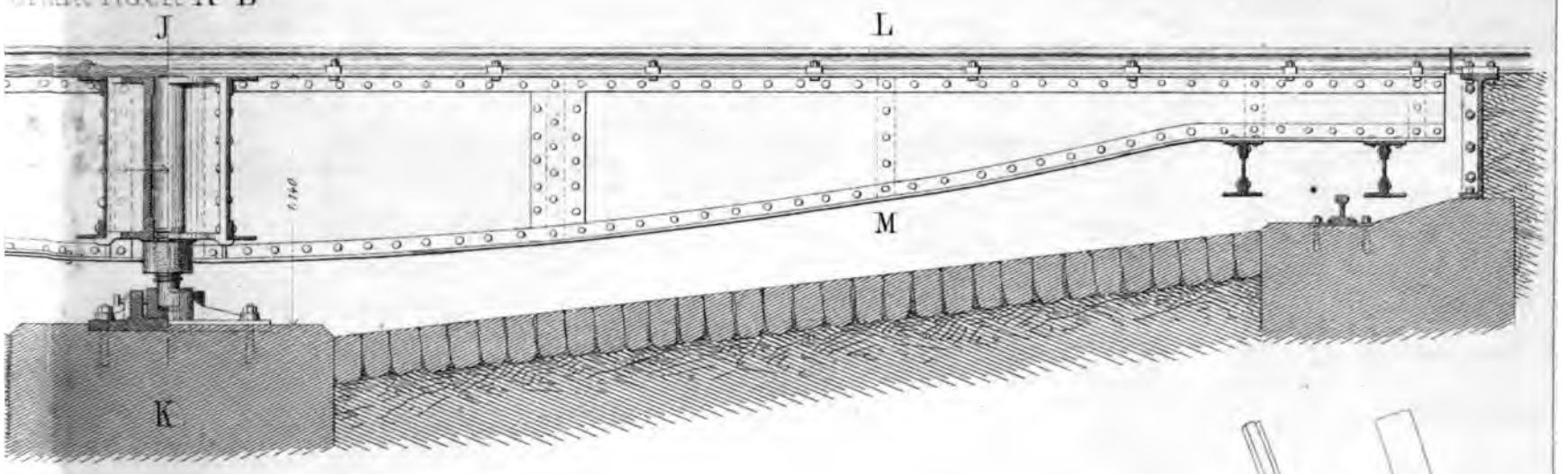




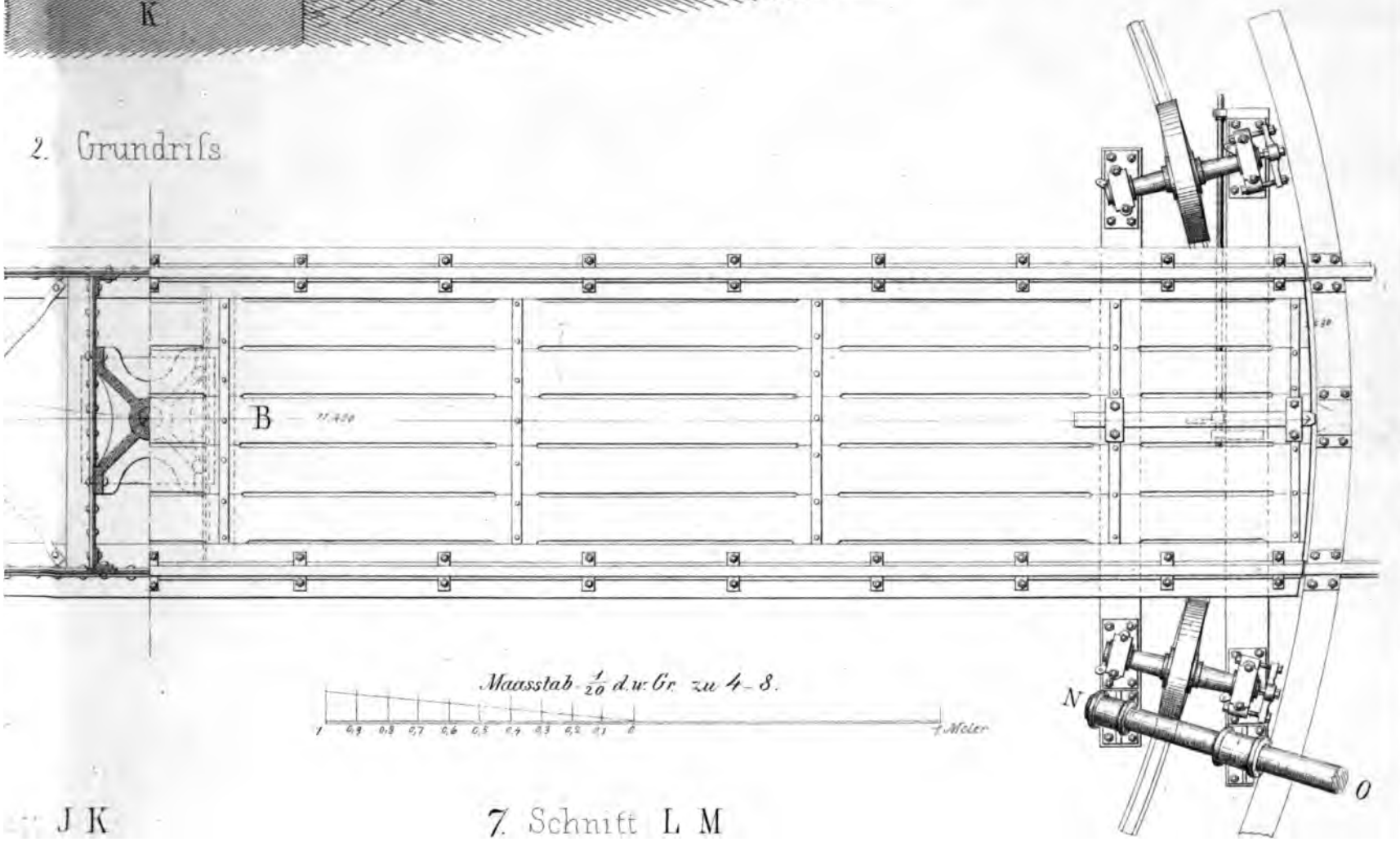


1 11,4 Meter Durchmesser

chnitt nach A B



2. Grundriss

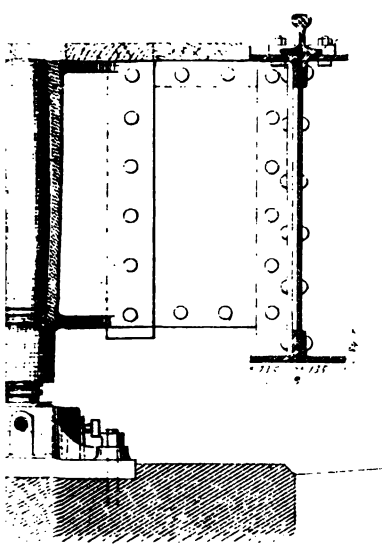


Maasstab $\frac{1}{20}$ d.w. Gr. zu 4–8.

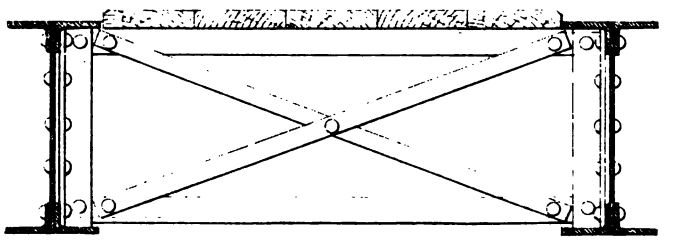
1 0,9 0,8 0,7 0,6 0,5 0,4 0,3 0,2 0,1 0

F. Meier

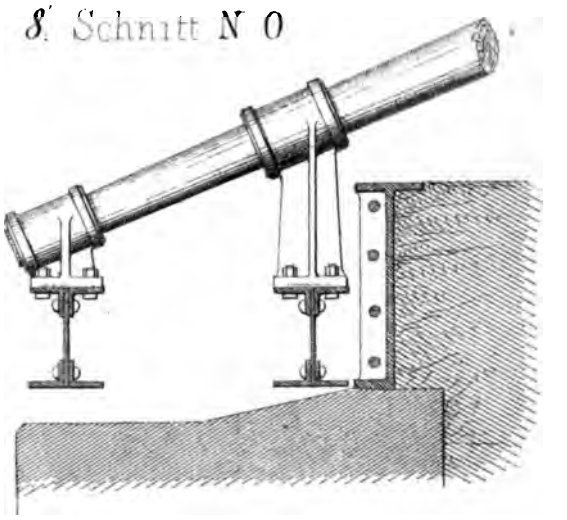
J K



7. Schnitt L M



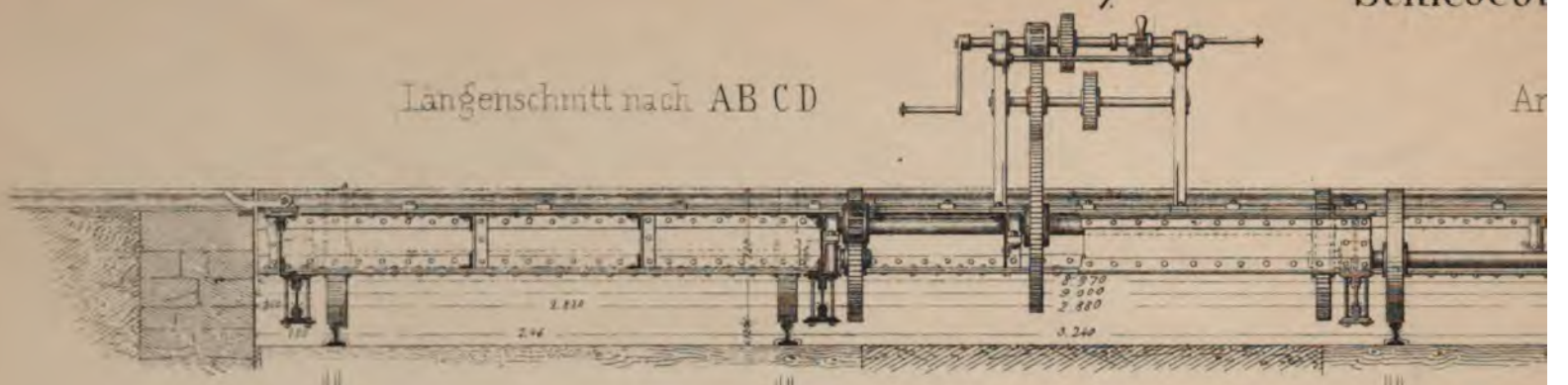
8. Schnitt N O



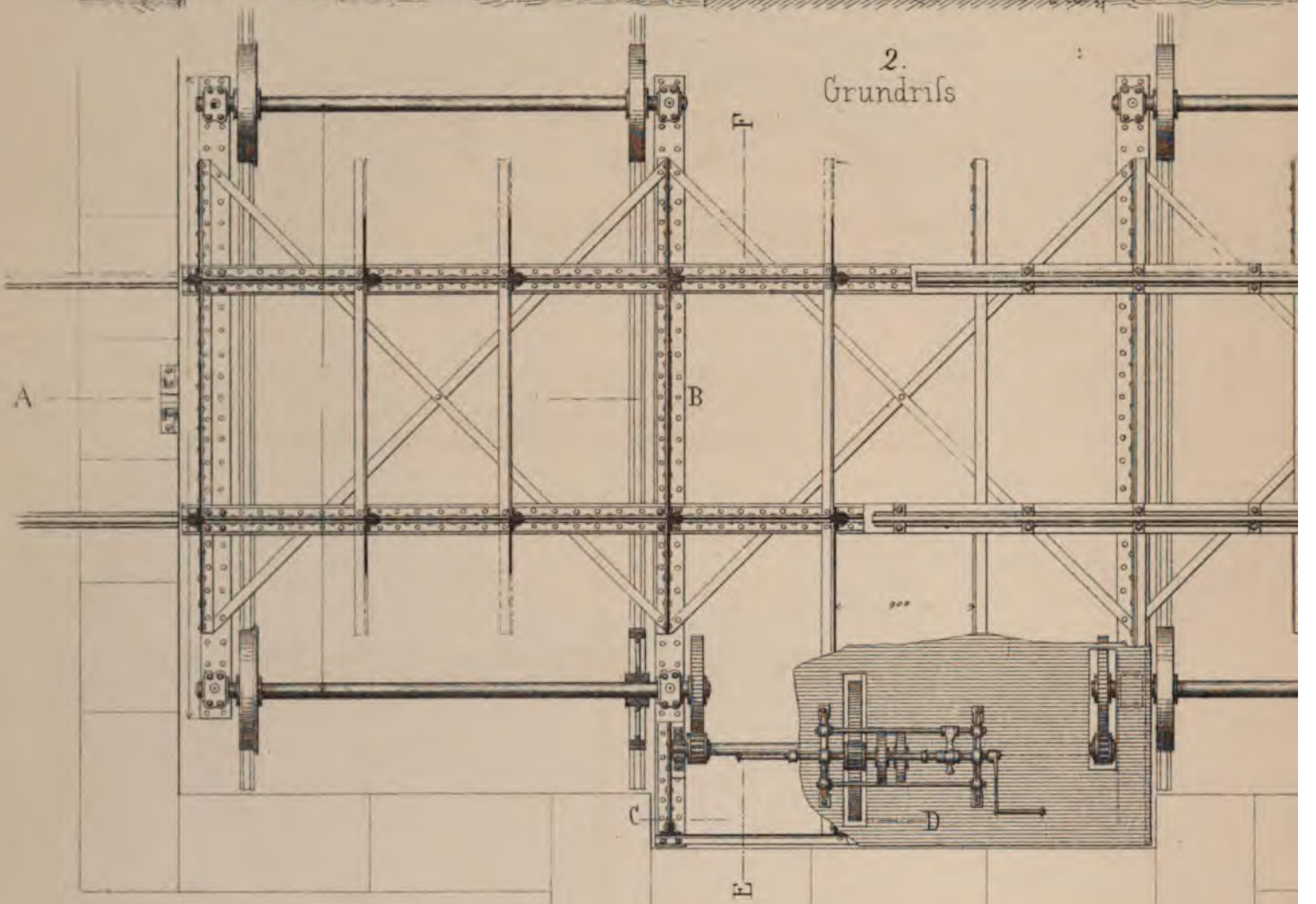
Schiebebi

1.

Längenschnitt nach AB CD



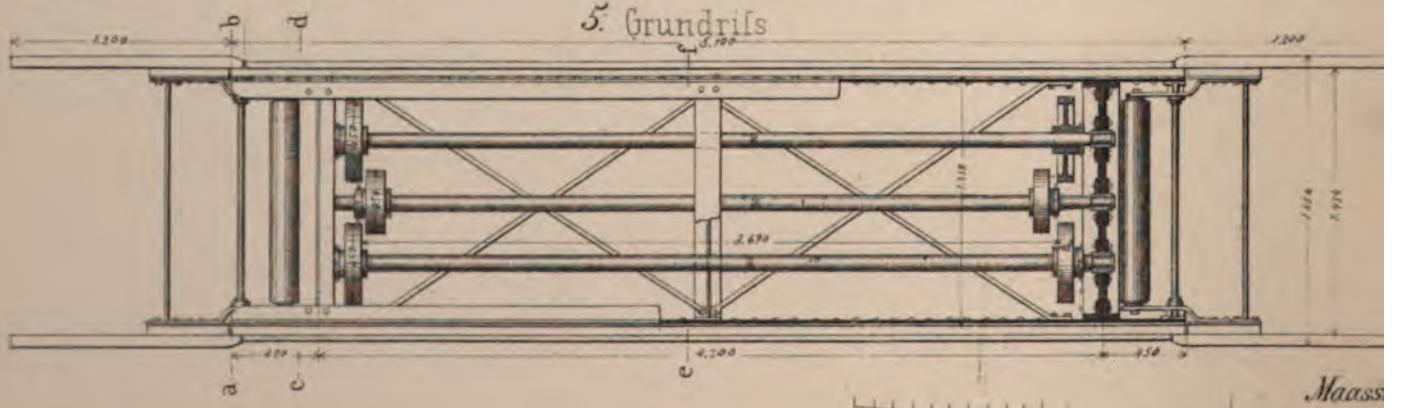
2.
Grundriſs



Dühn'sche Schiebebühne

4. Ansicht und Längenschnitt

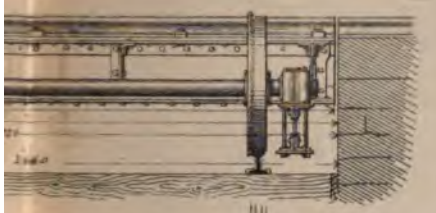
5. Grundriſs

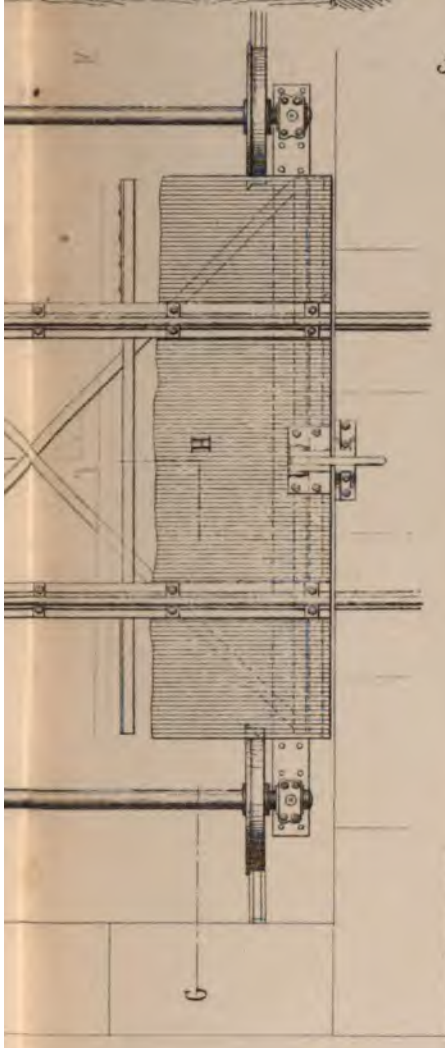


Maass

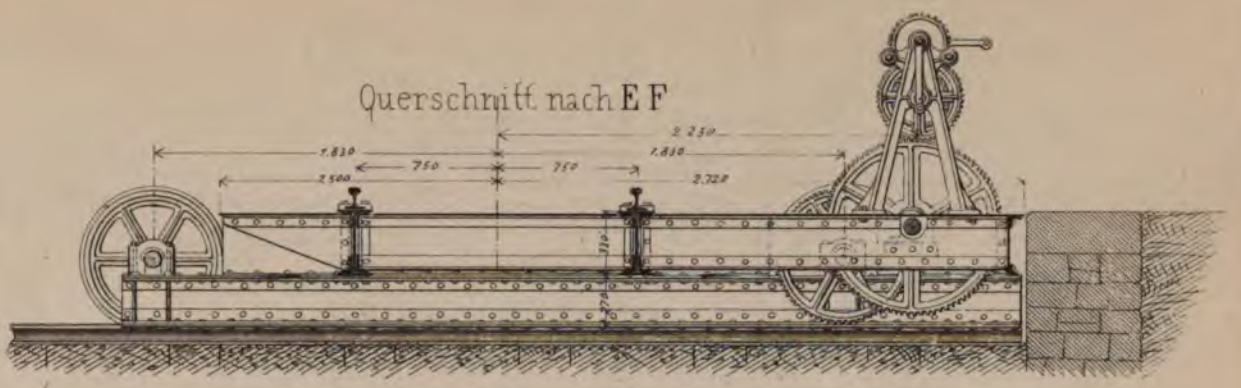
...ne mit Grube

...cht



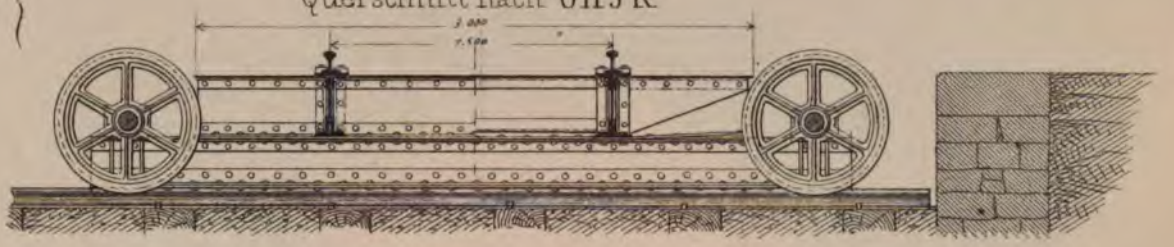


Querschnitt nach E F

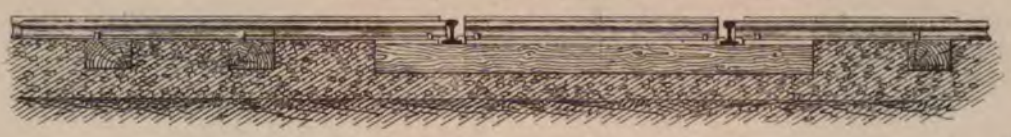


3

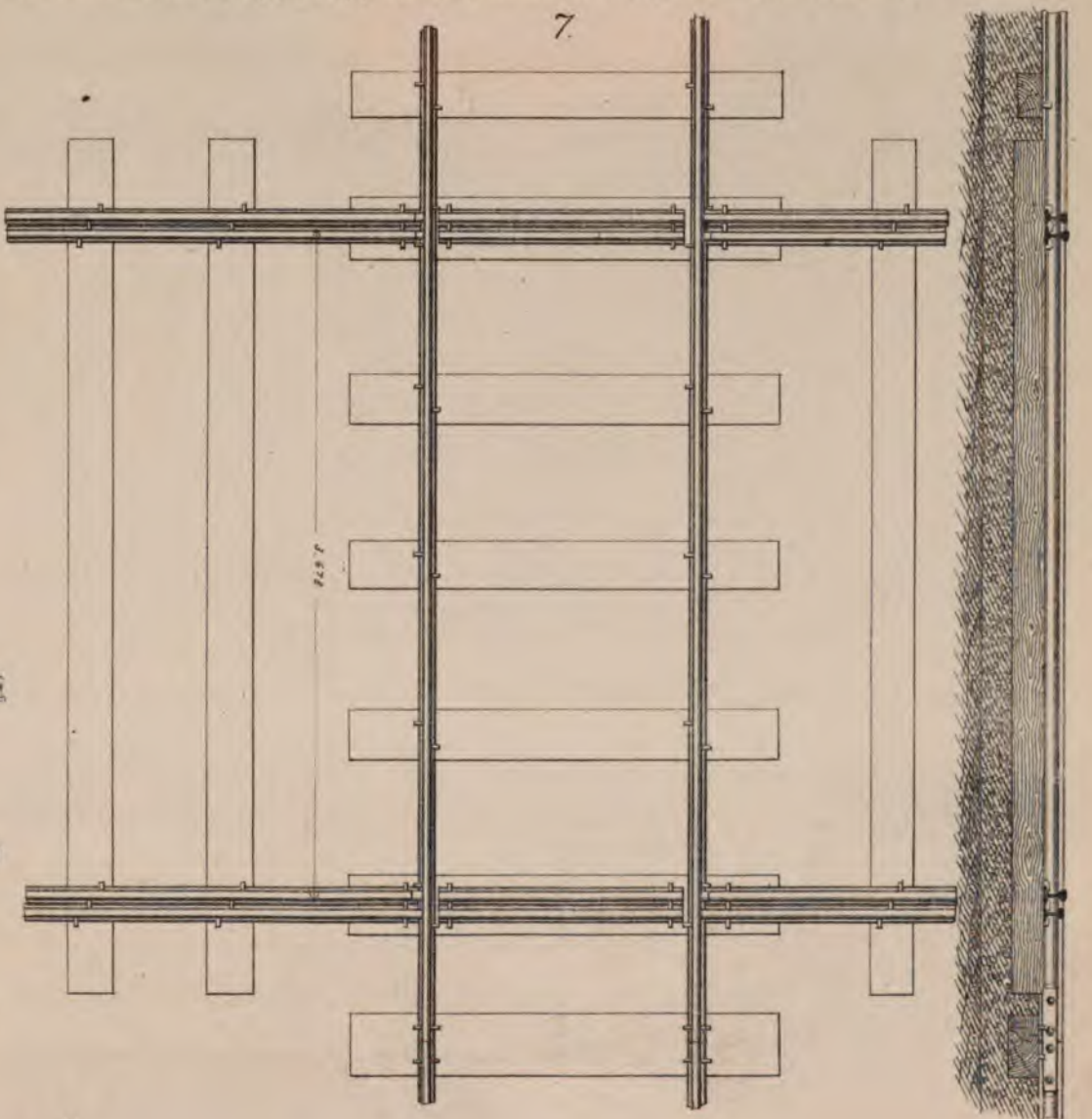
Querschnitt nach G H J K



Geleise für die Dühn'sche Schiebebuhne



7.

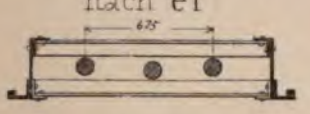


Querschnitt nach a b

nach c d

6.

nach e f

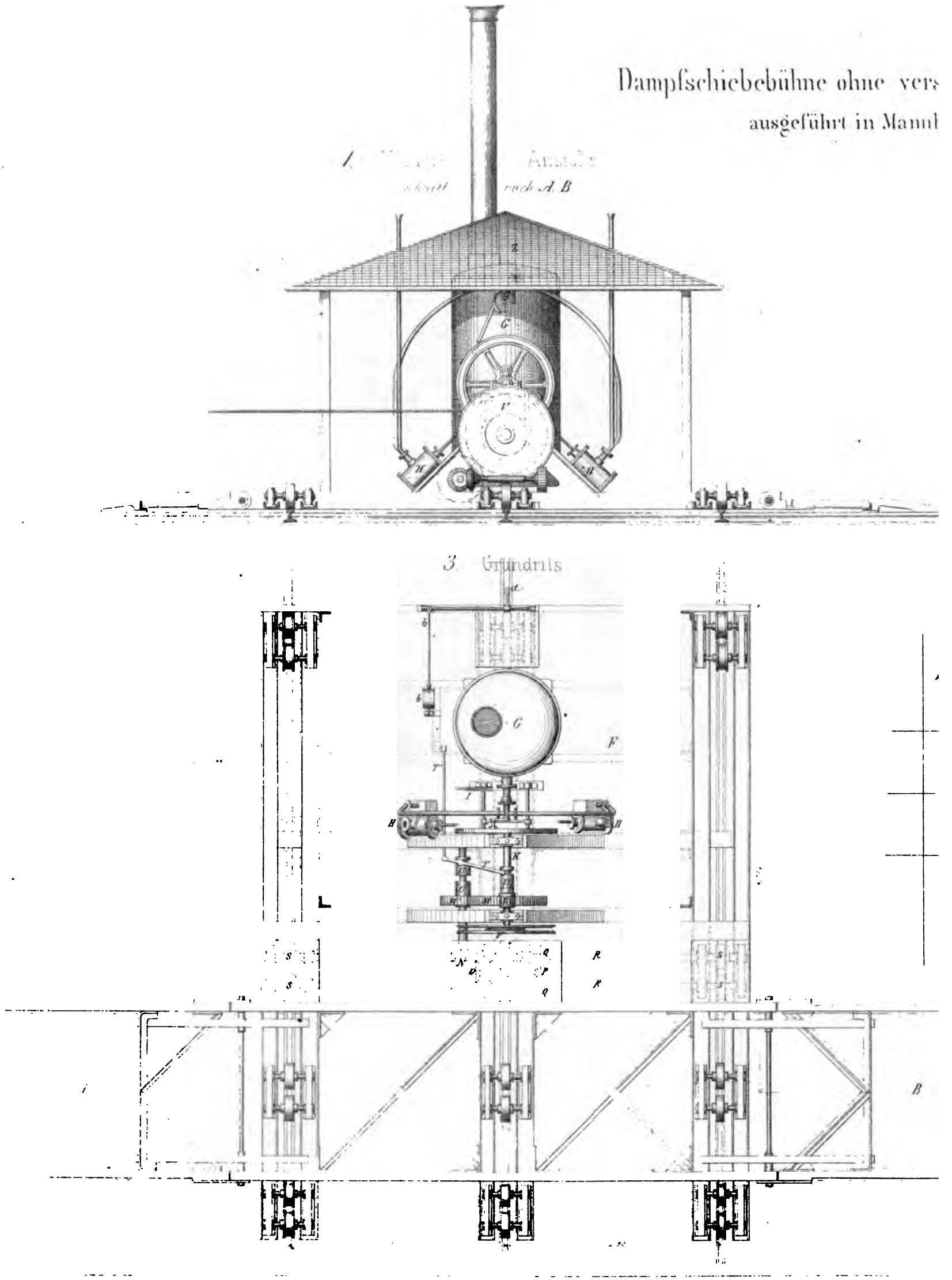


1/5 d. w. Gr.

0 1 2 3 4 5 Meter

Dampfschiebebühne ohne vers

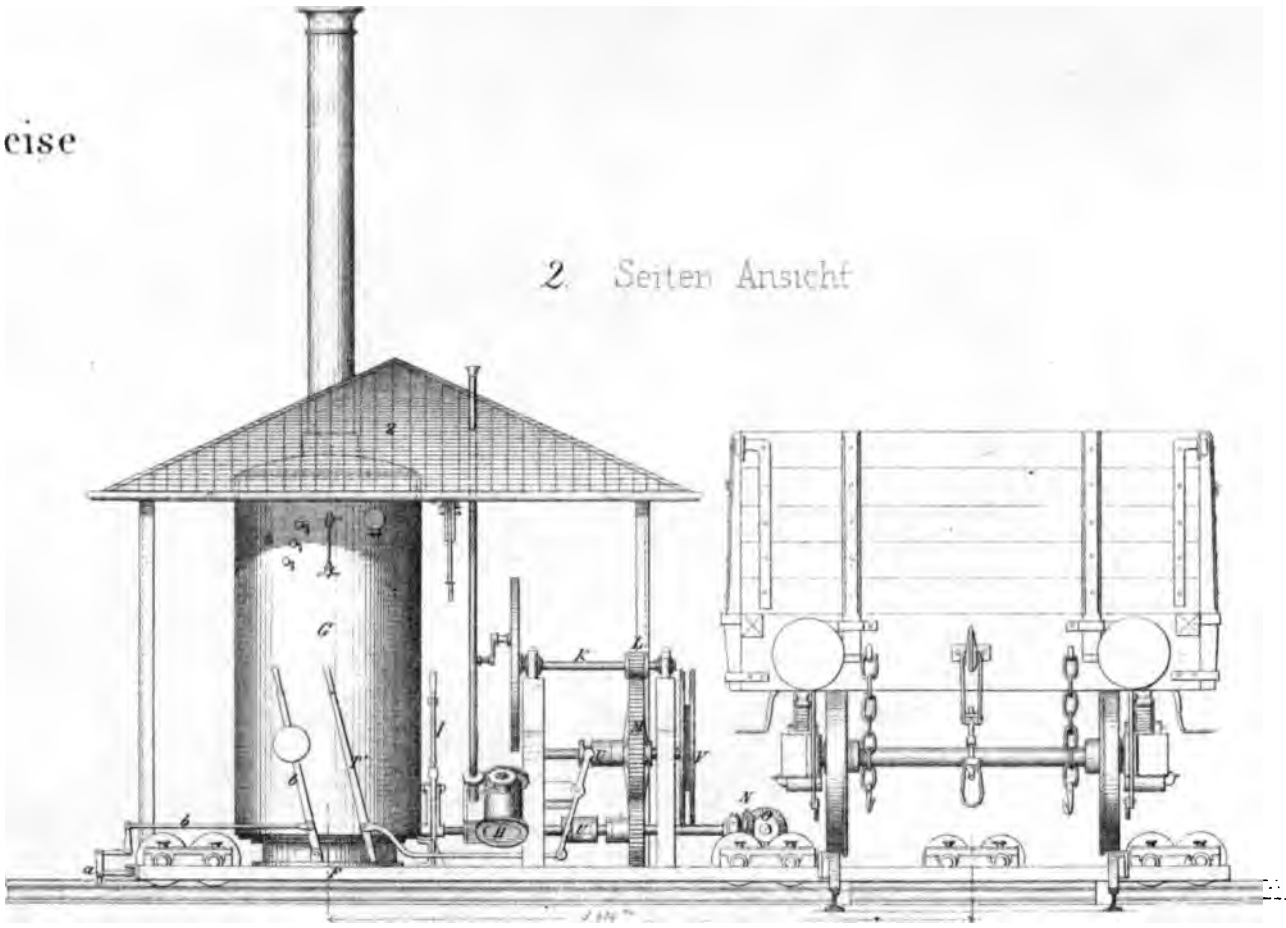
ausgeführt in Mannh



versenktes Geleise

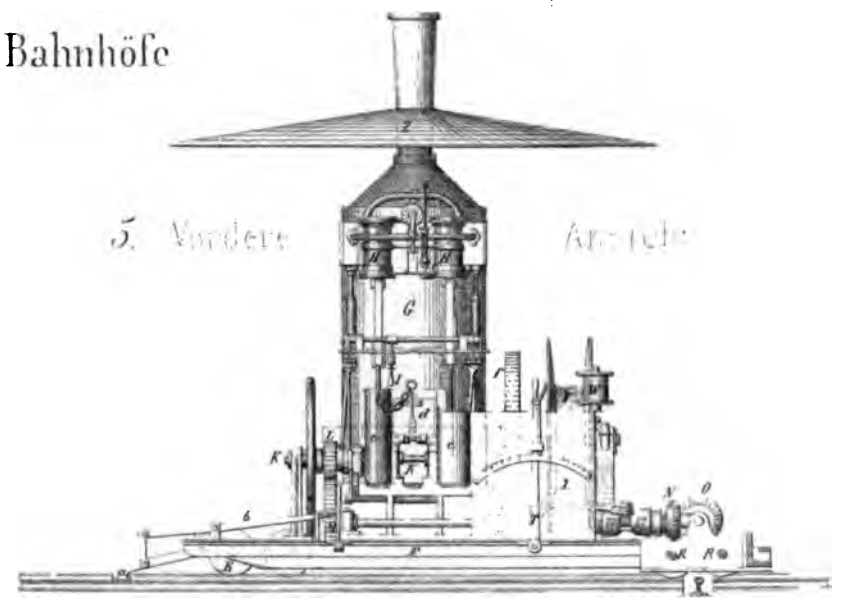
annheim

2. Seiten Ansicht



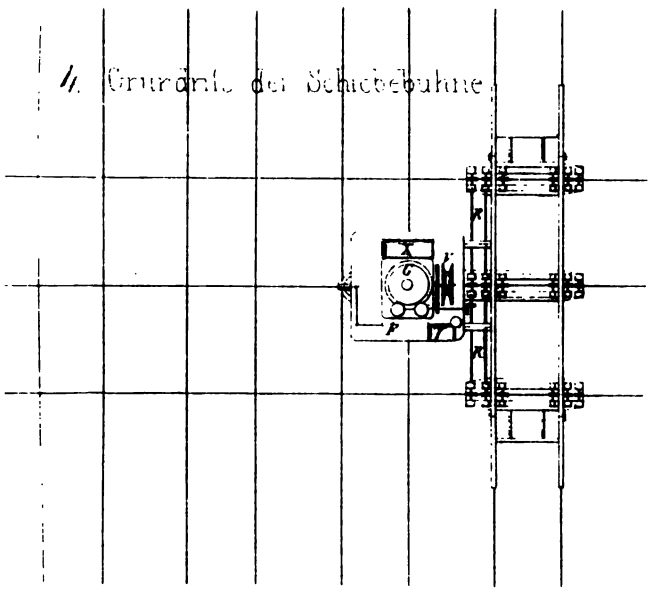
Exter's Dampf-Rangirmaschine für Bahnhöfe

ausgeführt in Würzburg



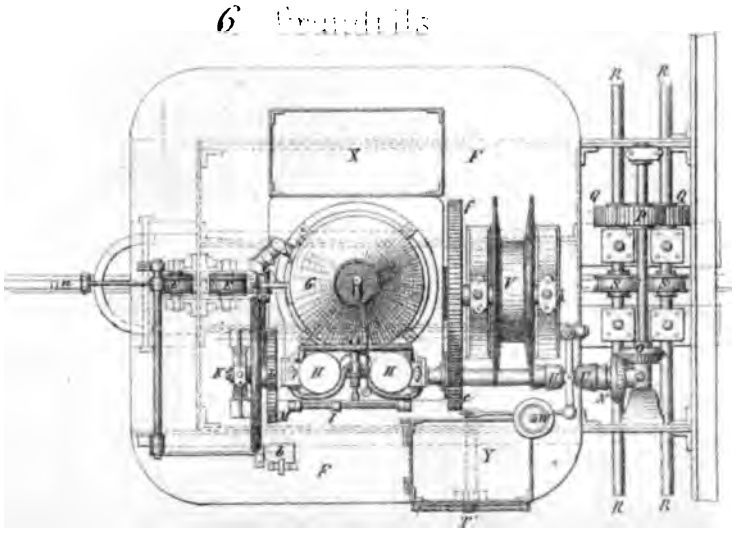
5. Vordere Ansicht

4. Grundriss der Schiebebühne



Maasstab $\frac{1}{40}$ d. w. Gr.

6. Grundriss



6.

zu 6 · 1/100

13.

14.

15.

16.

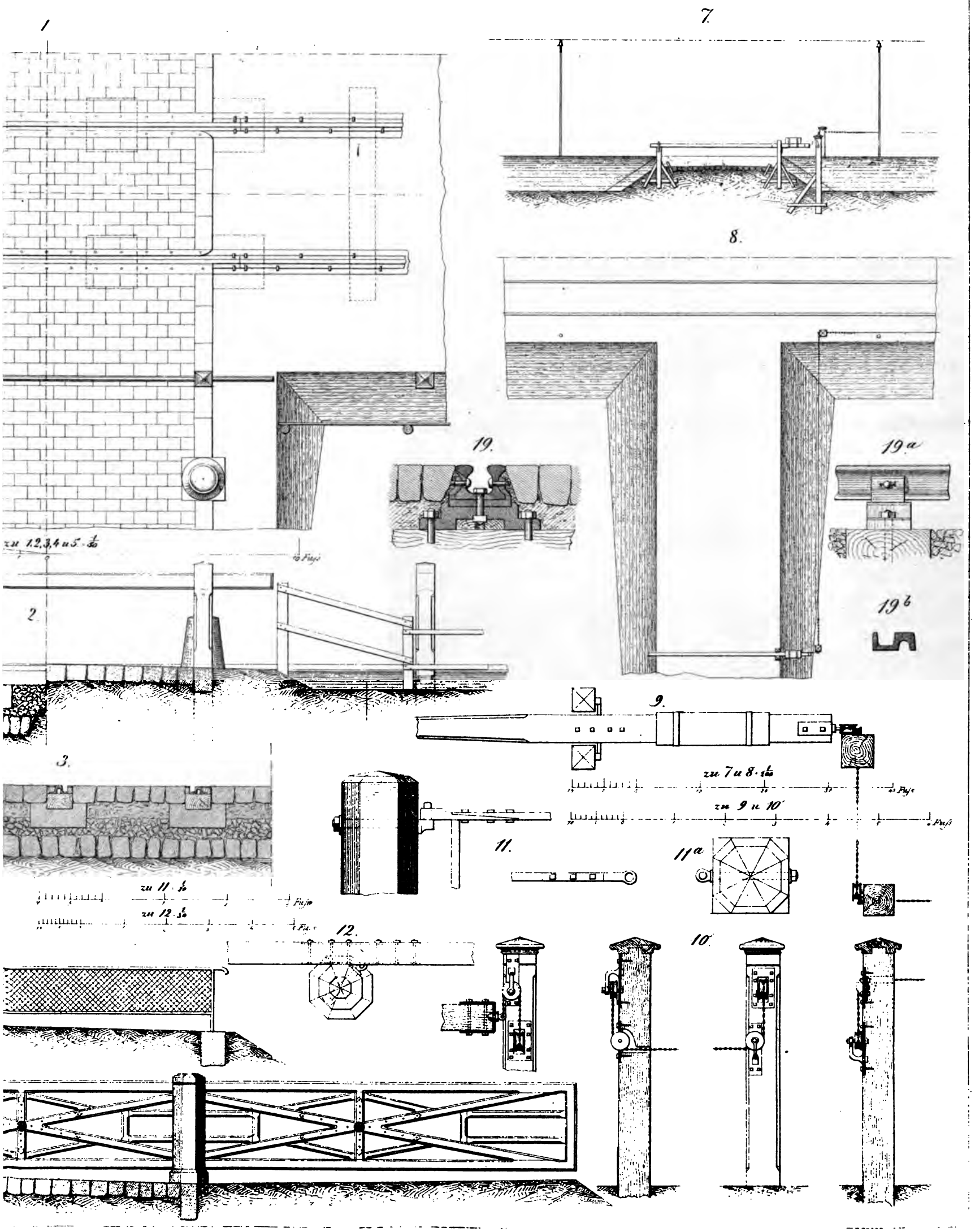
17.

18.

zu 13-19 · 1/15

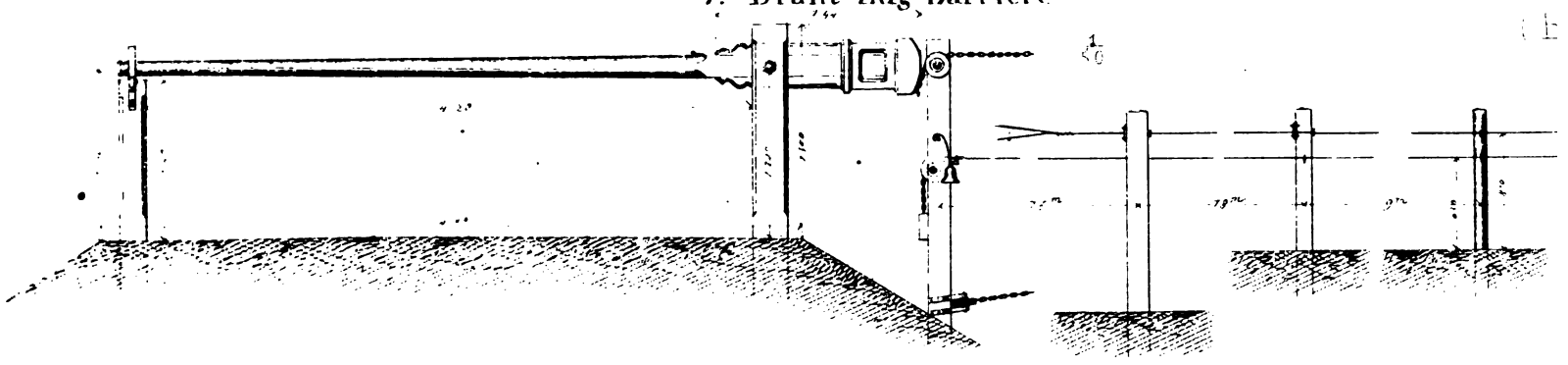
4.

5.

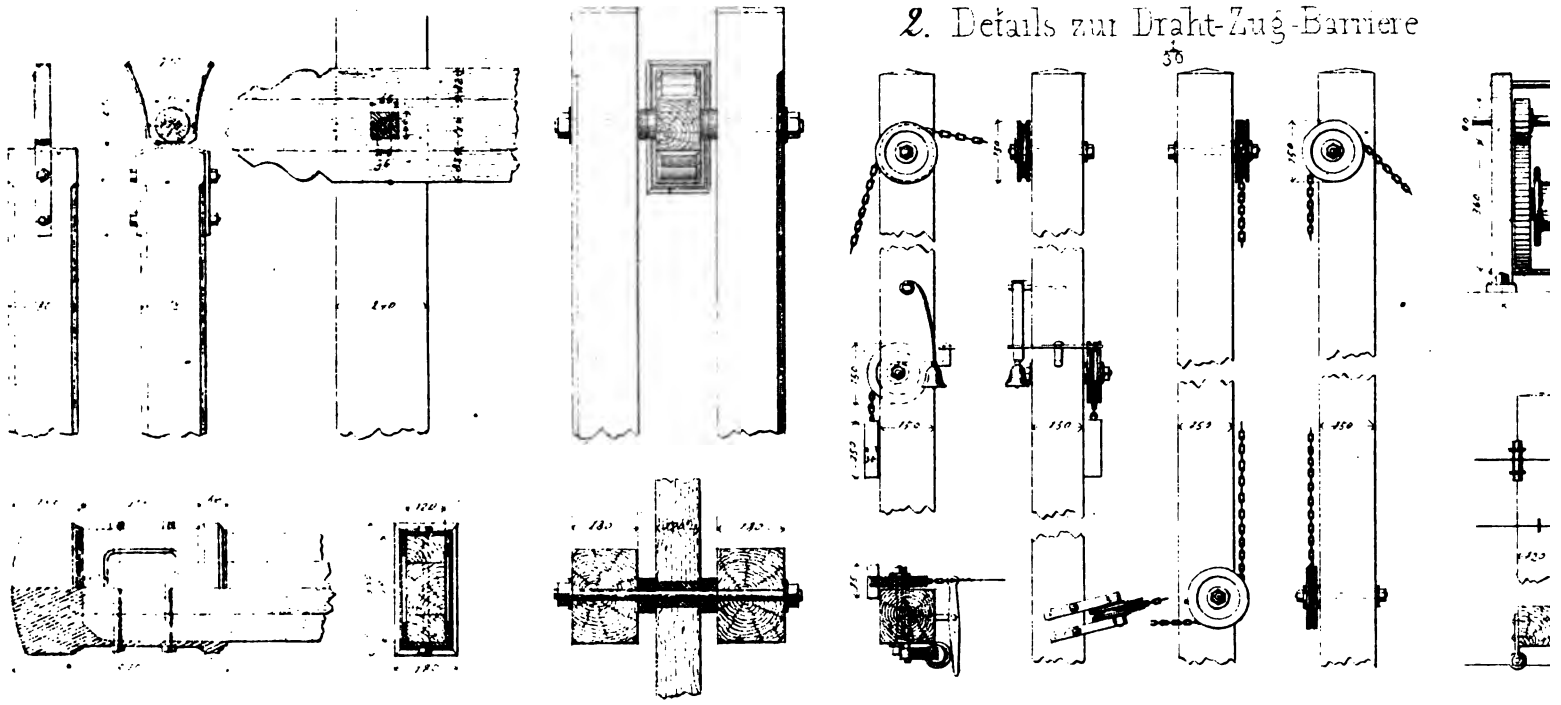

1
7.
8.
19.
19a
19b
2
3.
9.
11.
11a
12.
10.
zu 1.2.3.4 u 5 · 1/50
zu 7 u 8 · 1/100
zu 9 u 10
zu 11 · 1/50
zu 12 · 1/50

Straſsen un

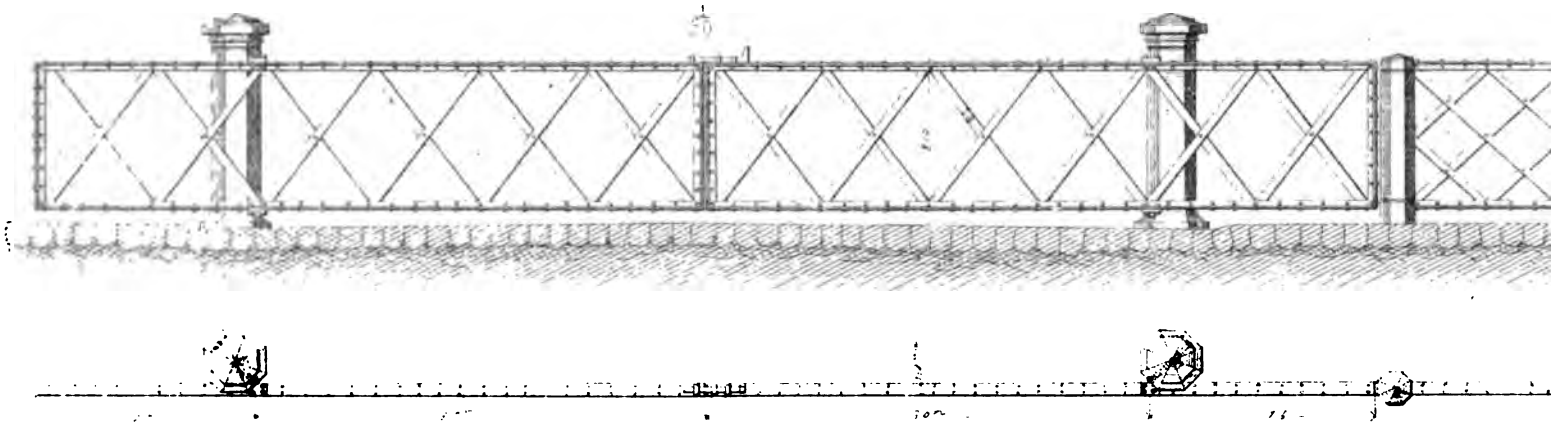
1. Draht Zug Barriere



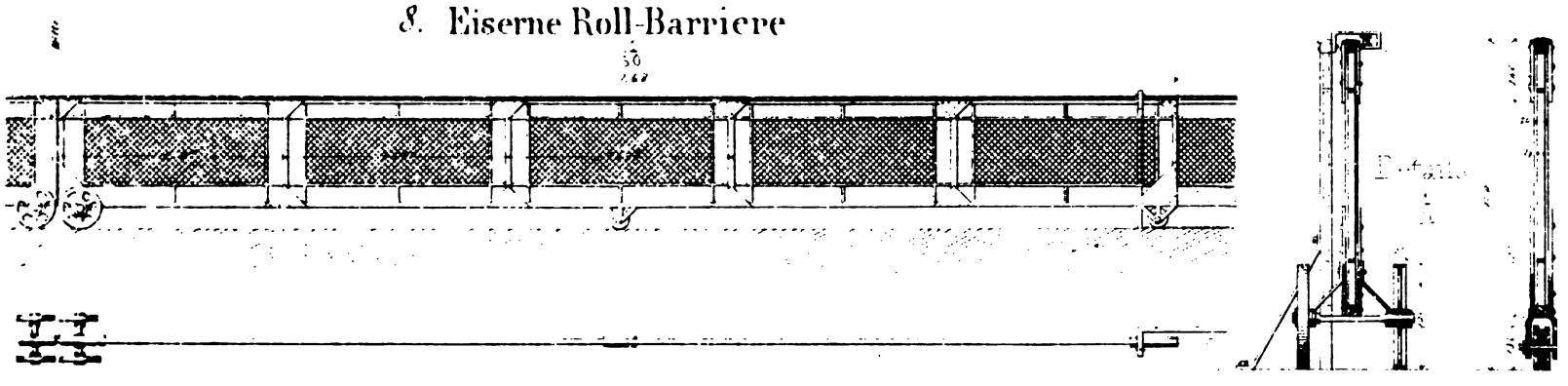
2. Details zur Draht-Zug-Barriere



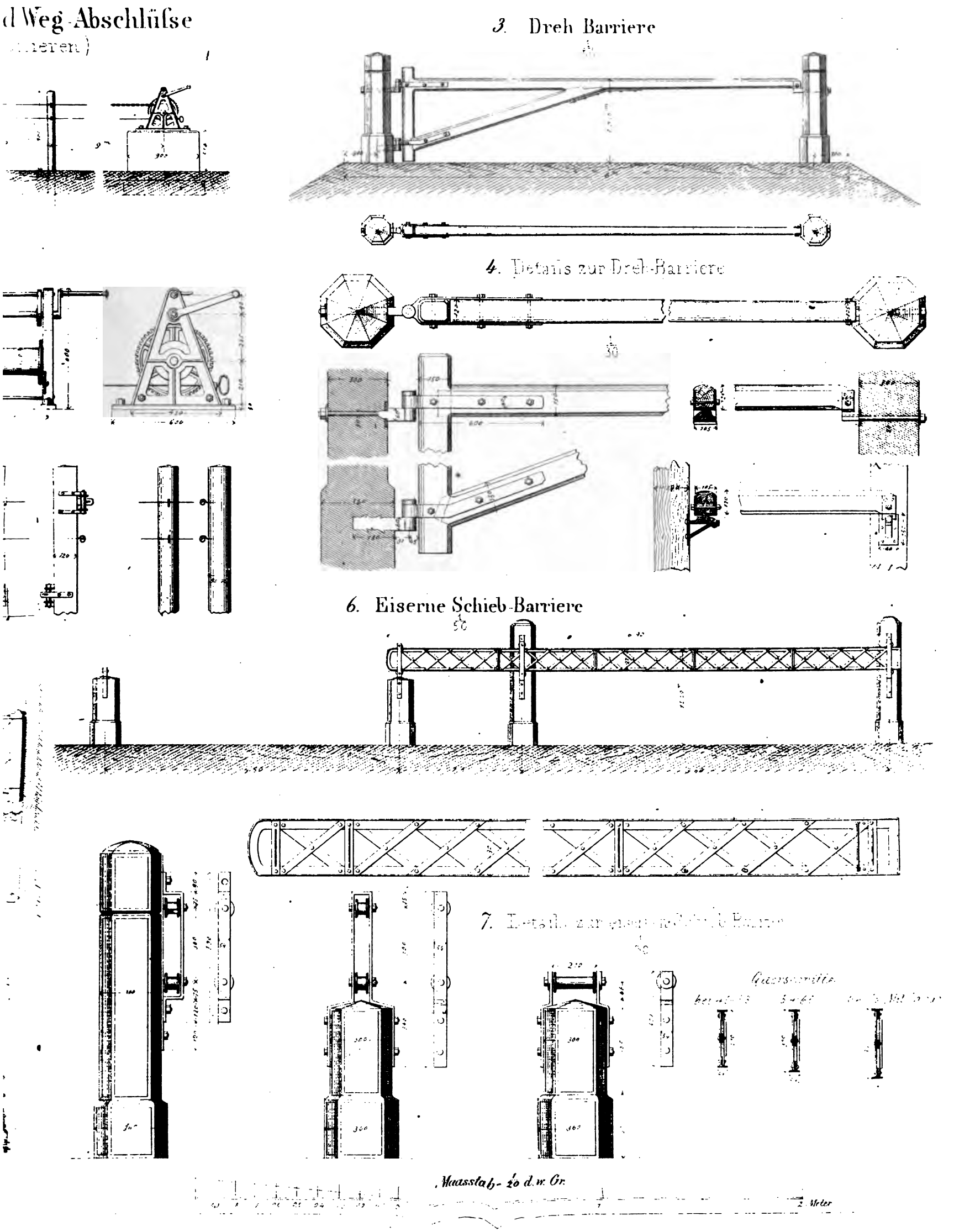
5. Eisernes Drehthor



8. Eiserne Roll-Barriere

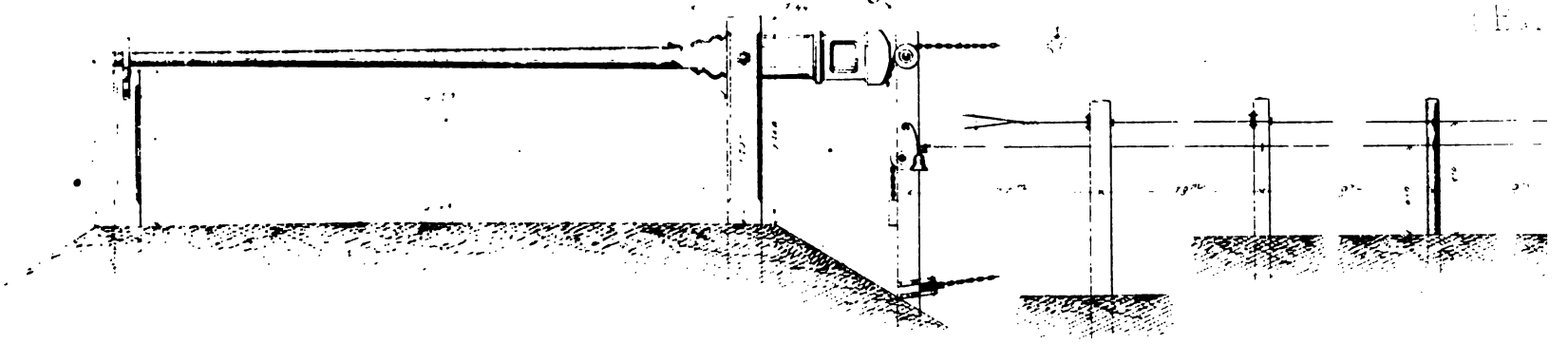


Maasstab · 1/50 d. w. Gr.

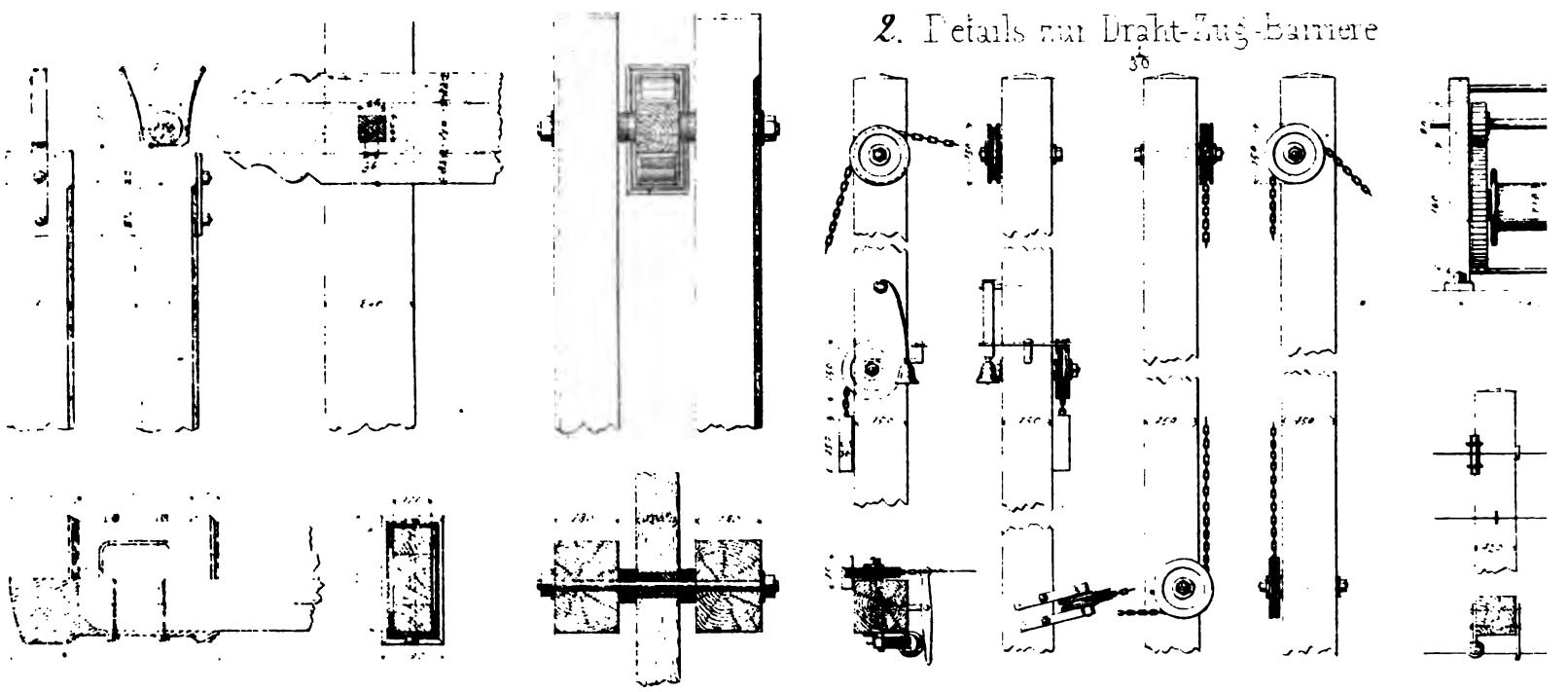

d Weg-Abschlüſse
3. Dreh Barriere
4. Details zur Dreh-Barriere
6. Eiserne Schieb-Barriere
7. Details zur eisernen Schieb-Barriere
Quirschnitte
Maasstab 1/20 d. w. Gr.
2 Meter

Strafsen und

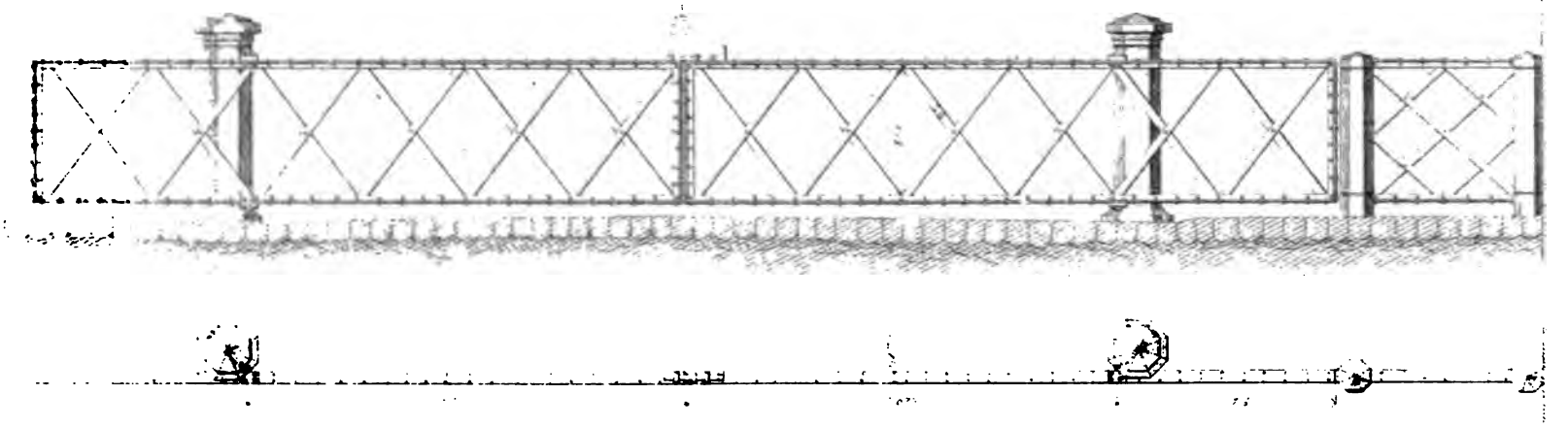
1. Draht Zug Barriere



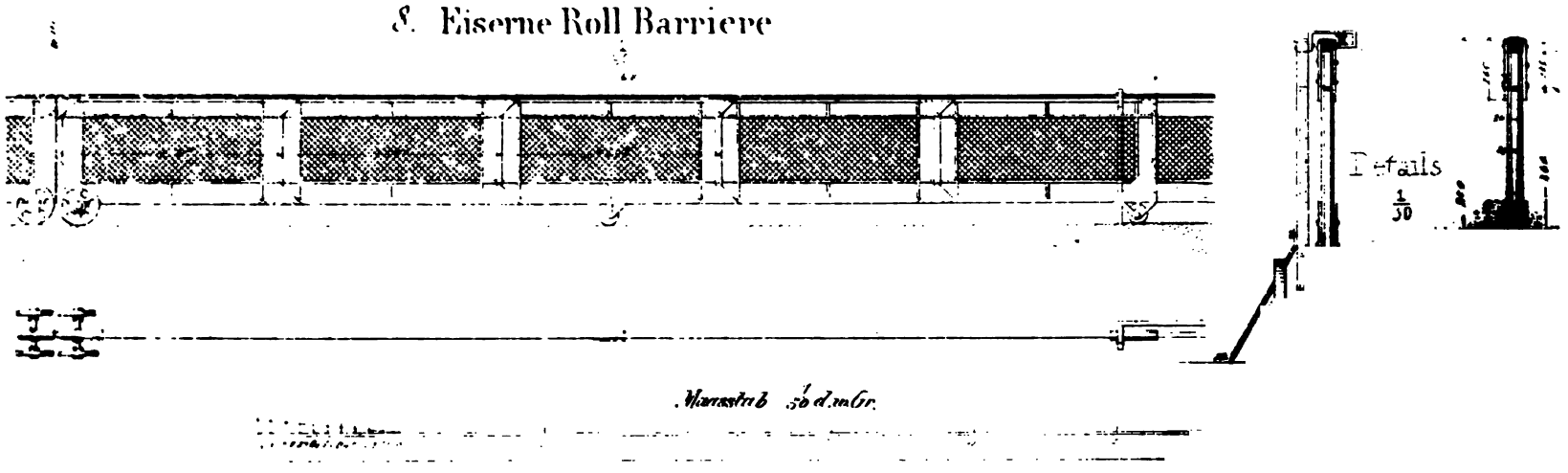
2. Details zur Draht-Zug-Barriere



5. Eisernes Drehthor

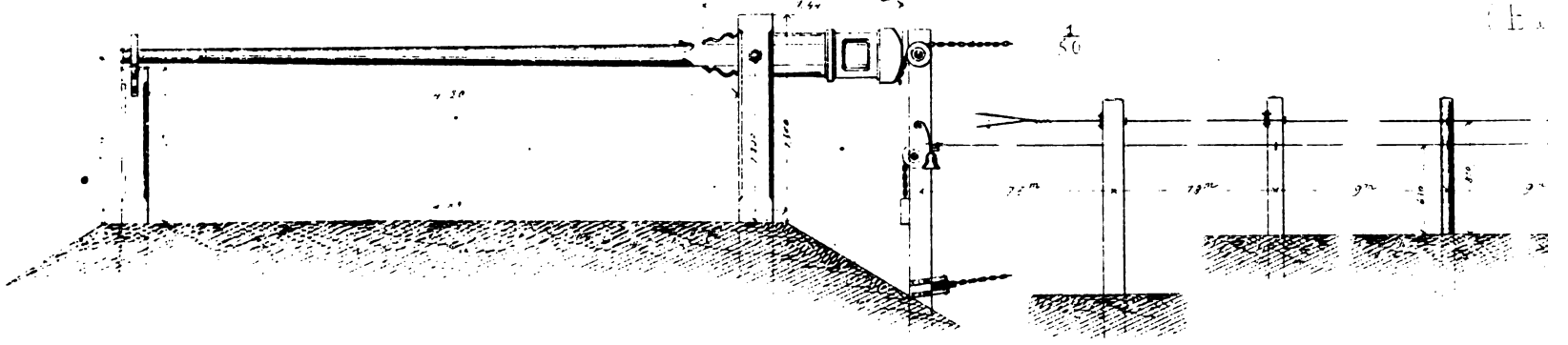


8. Eiserne Roll Barriere

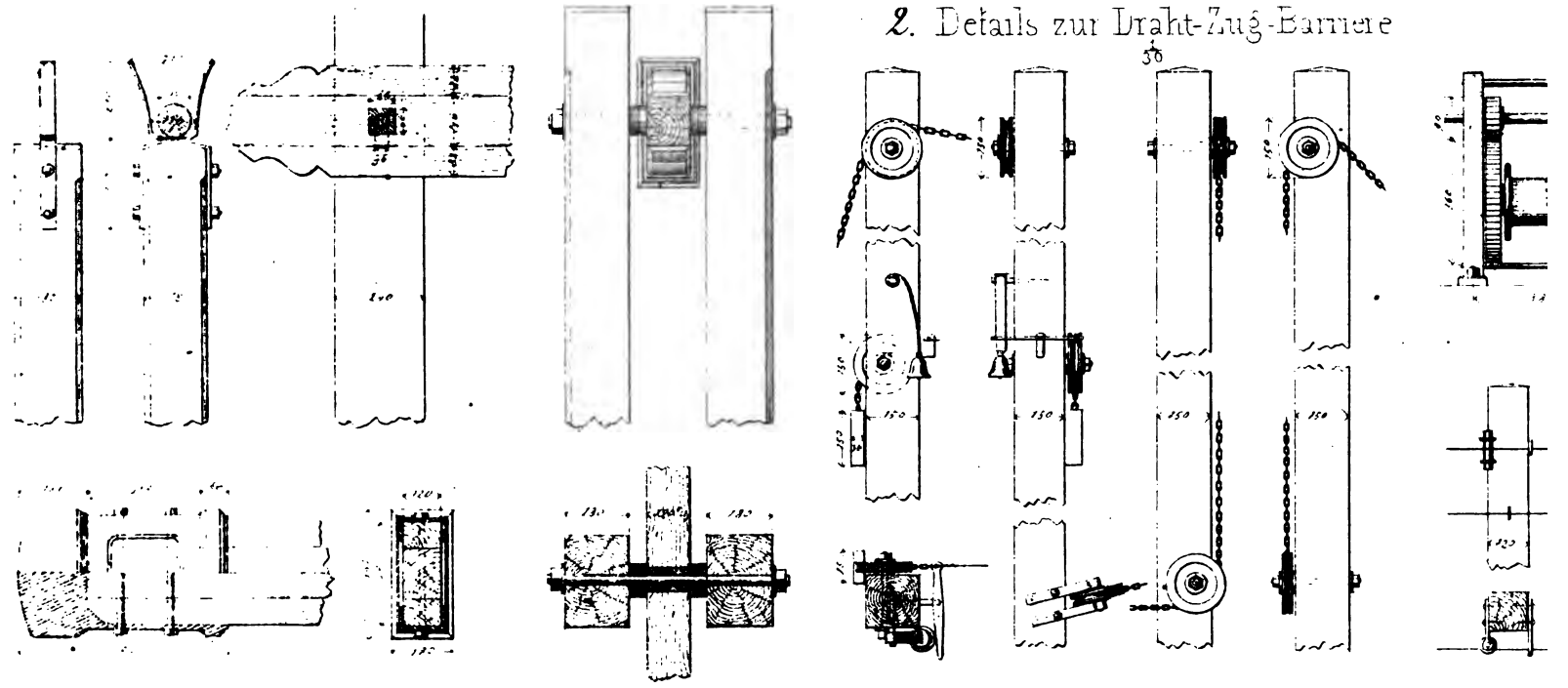


Strafsen-und

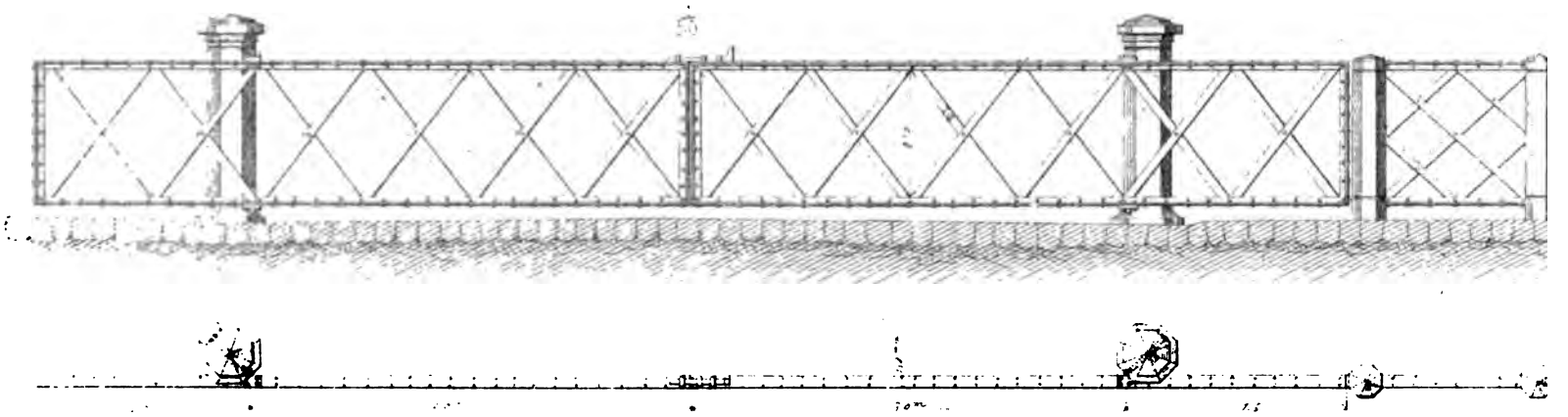
1. Draht Zug Barriere



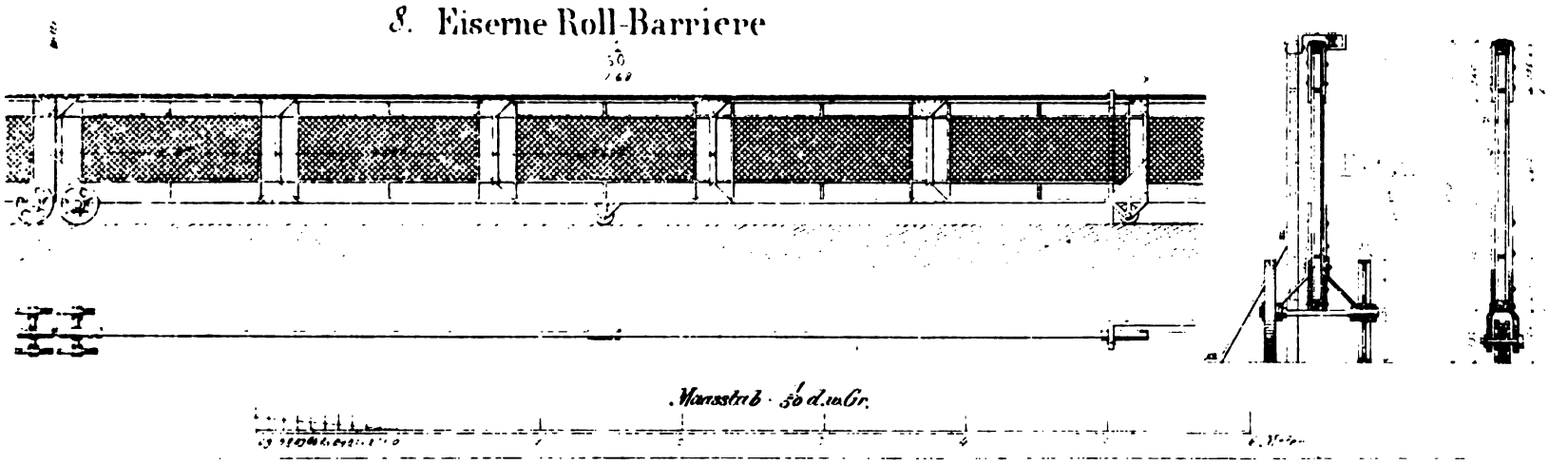
2. Details zur Draht-Zug-Barriere

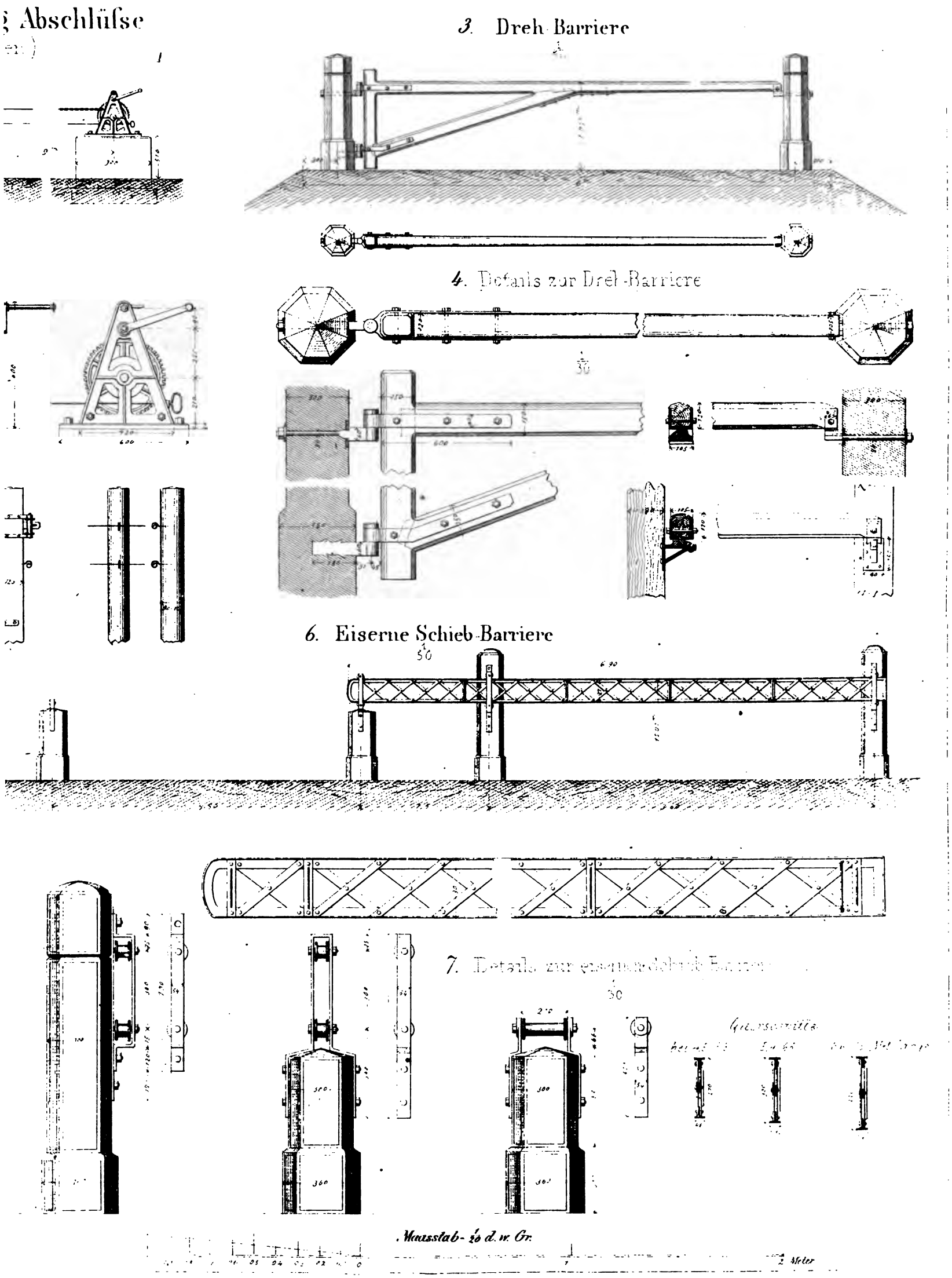


5. Eisernes Drehthor



8. Eiserne Roll-Barriere

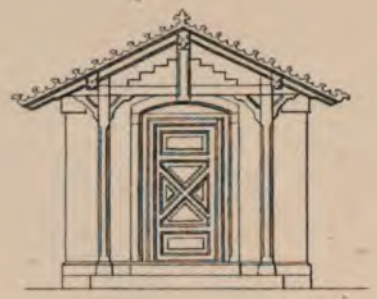



Abschlüſse
3. Dreh-Barriere
4. Details zur Dreh-Barriere
6. Eiserne Schieb-Barriere
7. Details zur eisernen Schieb-Barriere
Maasstab 1/20 d. w. Gr.
2 Meter

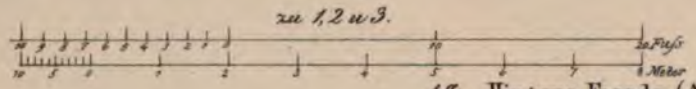
1.

2.

3.



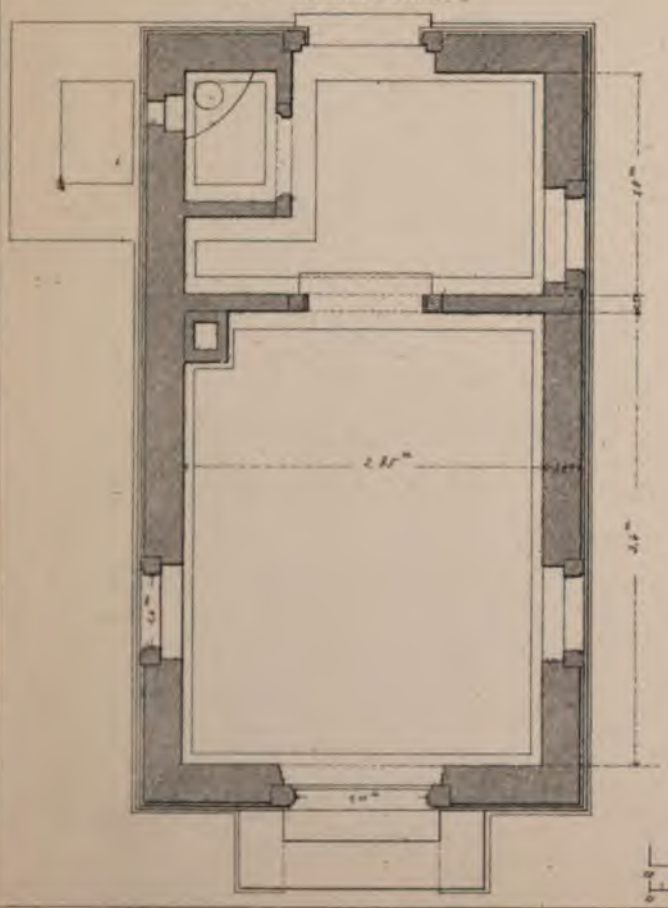
zu 1, 2 u 3.



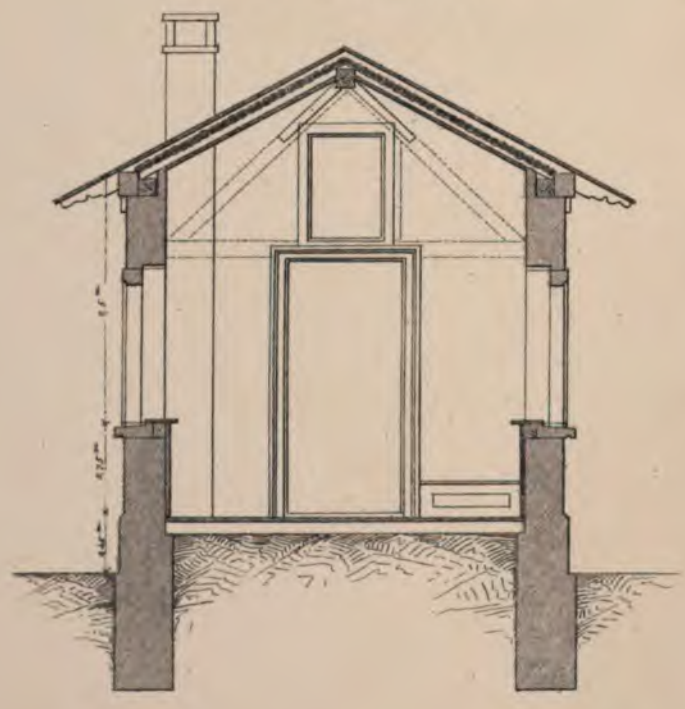
4. Vordere Façade (A)

4a. Hintere Façade (A)

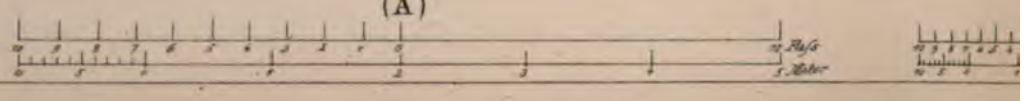
4b Grundriſs (A)



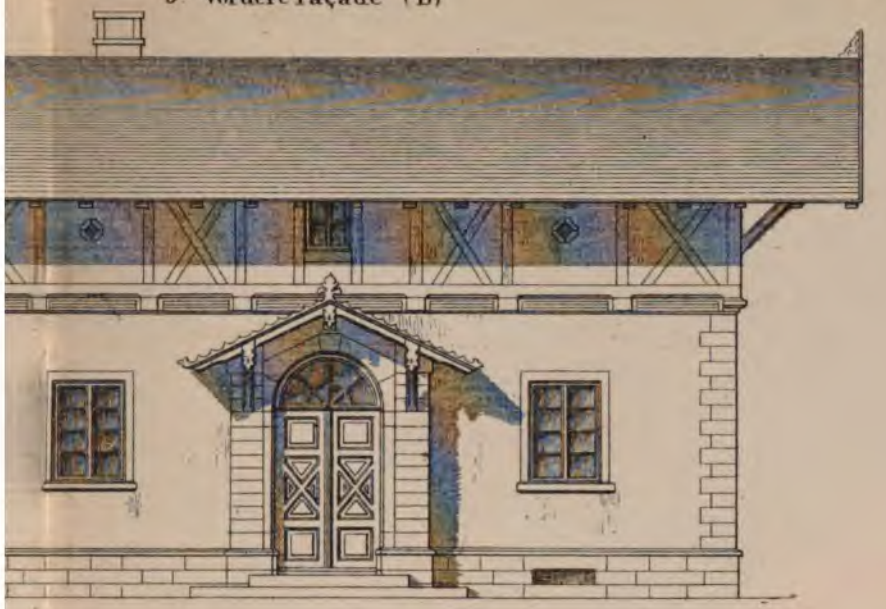
4c Durchschnitt (A)



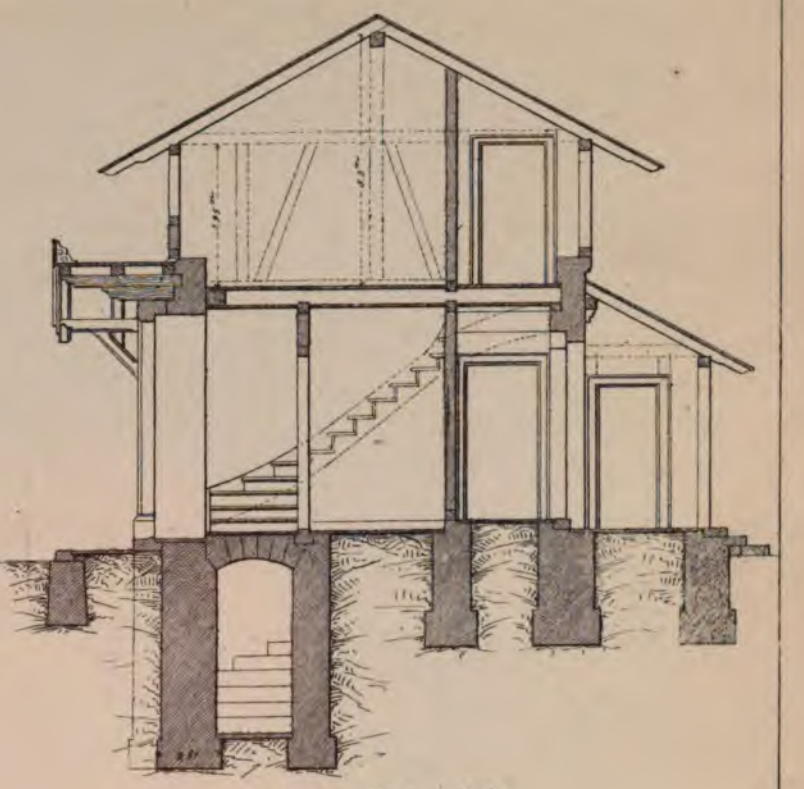
(A)



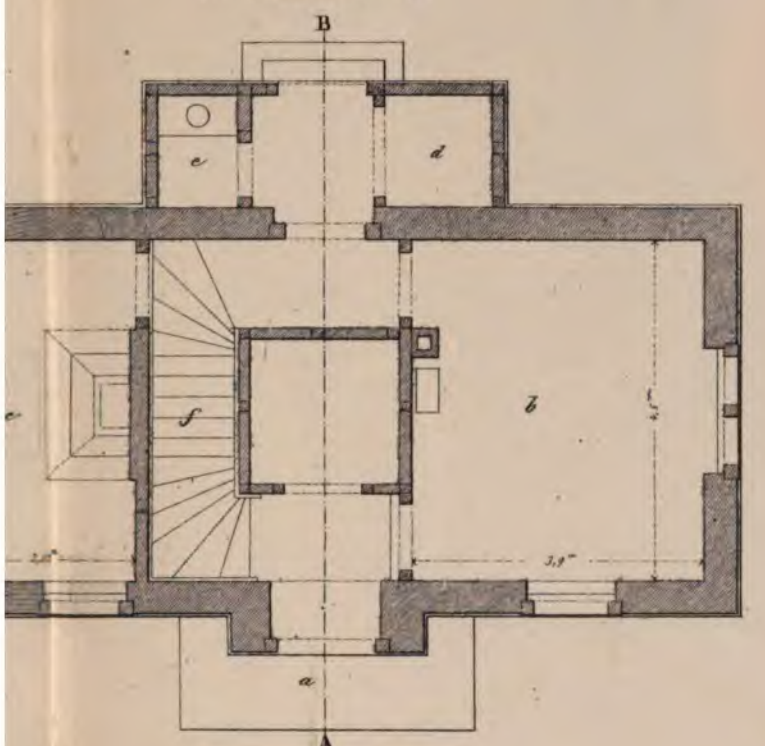
5. Vordere Façade (B)



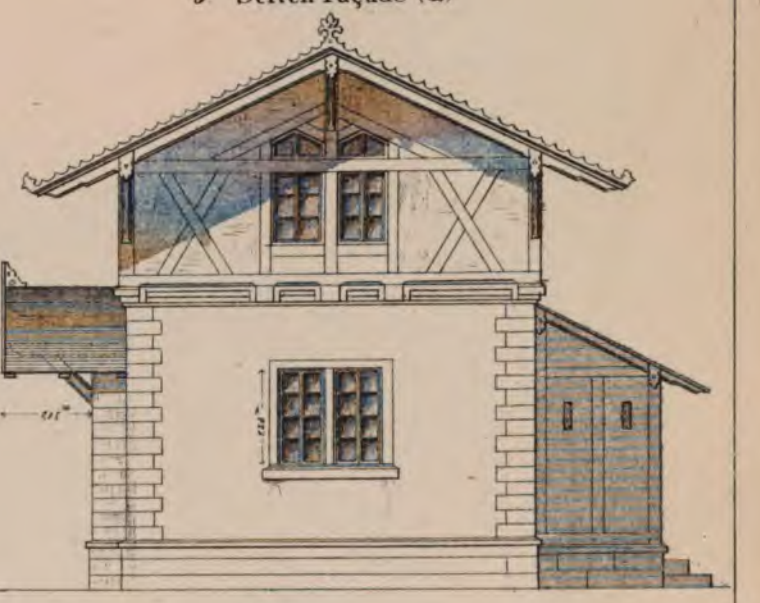
6. Durchschnitt AB. (B)



7. Grundrifs (B)

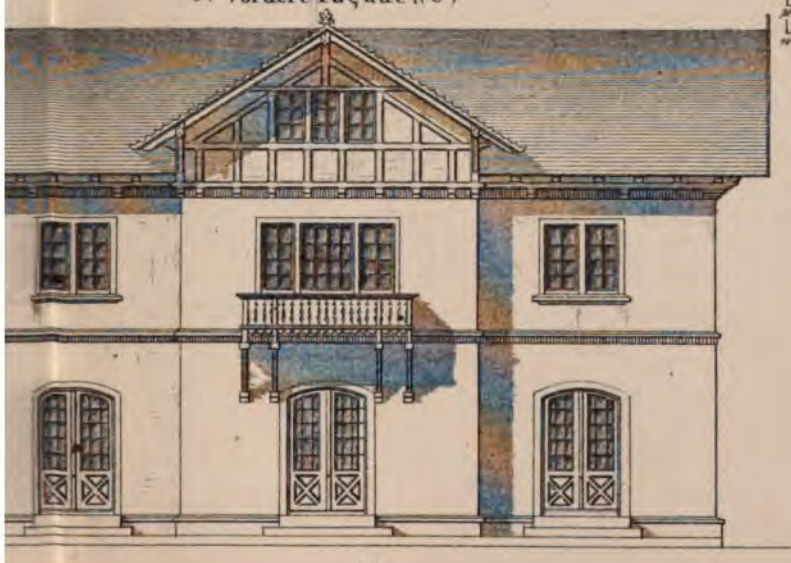


8. Seiten Façade (B)



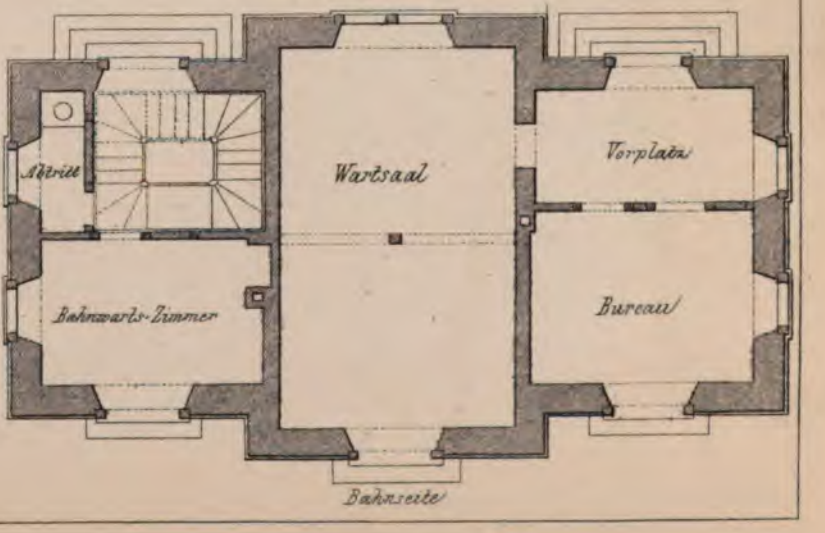
(B)

9. Vordere Façade. (C)



(C)

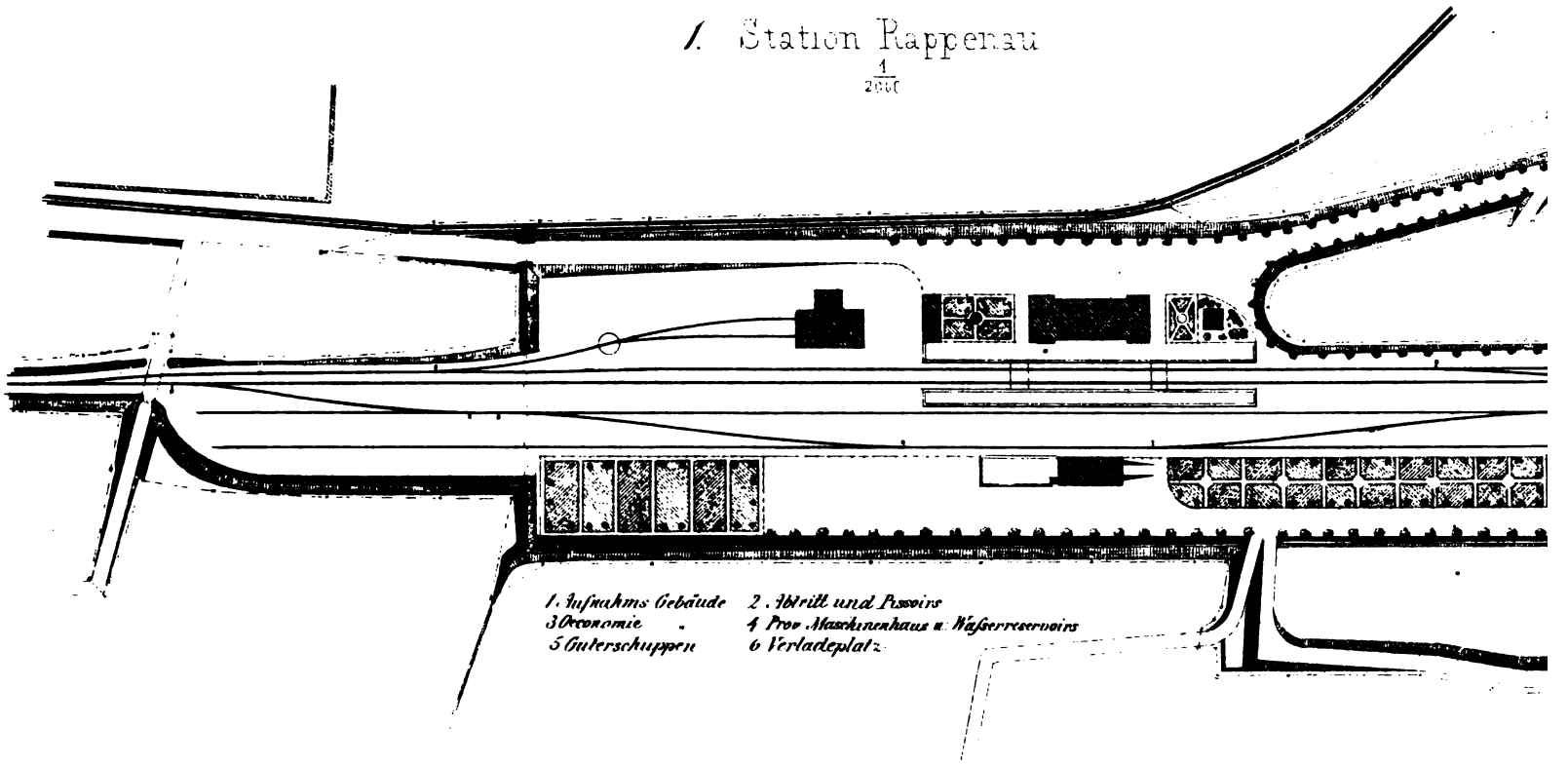
10. Grundrifs. (C)



Zwisch

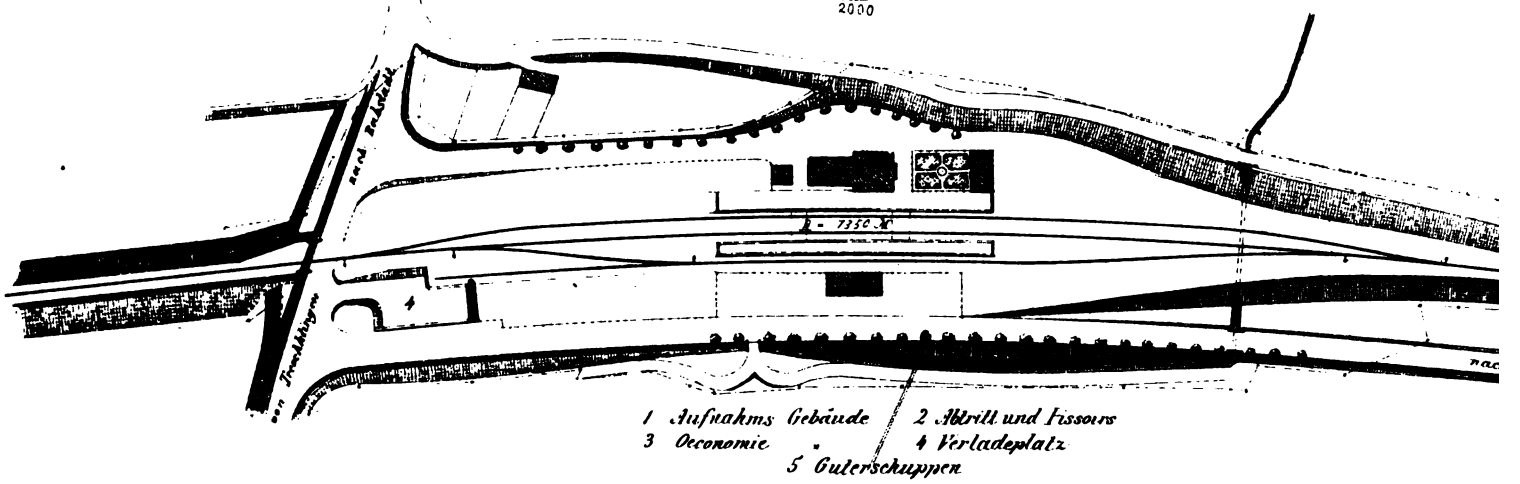
1. Station Rappenau

$\frac{1}{2000}$



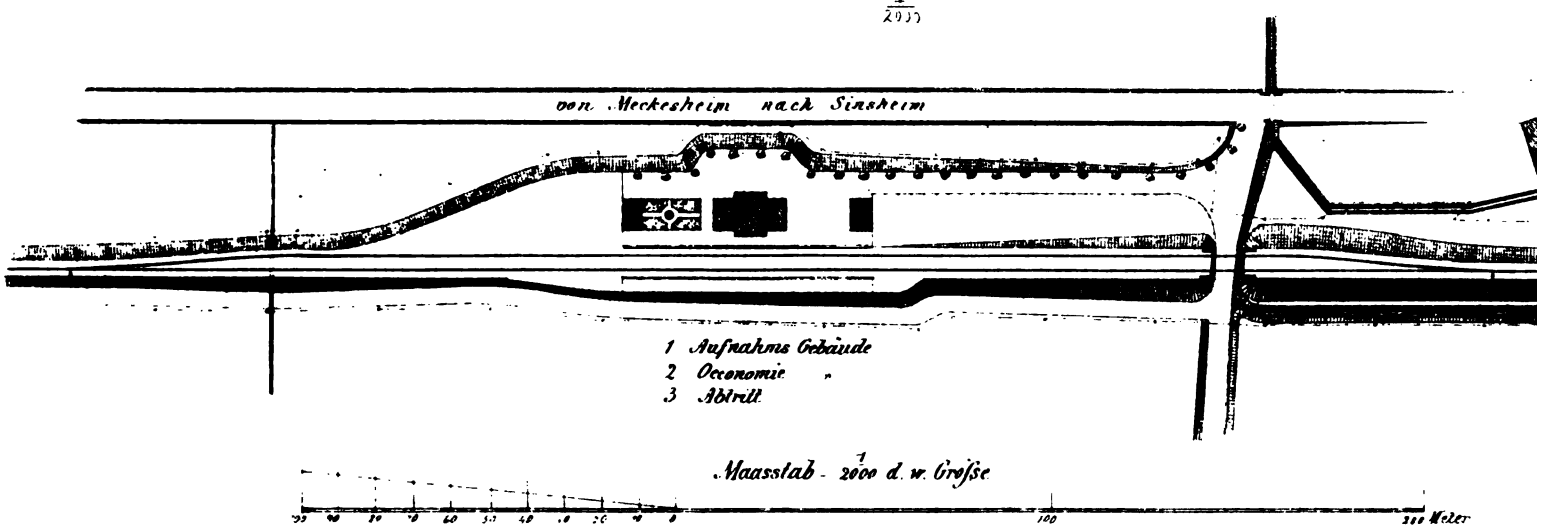
3. Station Babstadt

$\frac{1}{2000}$



5. Haltstelle Zuzenhausen

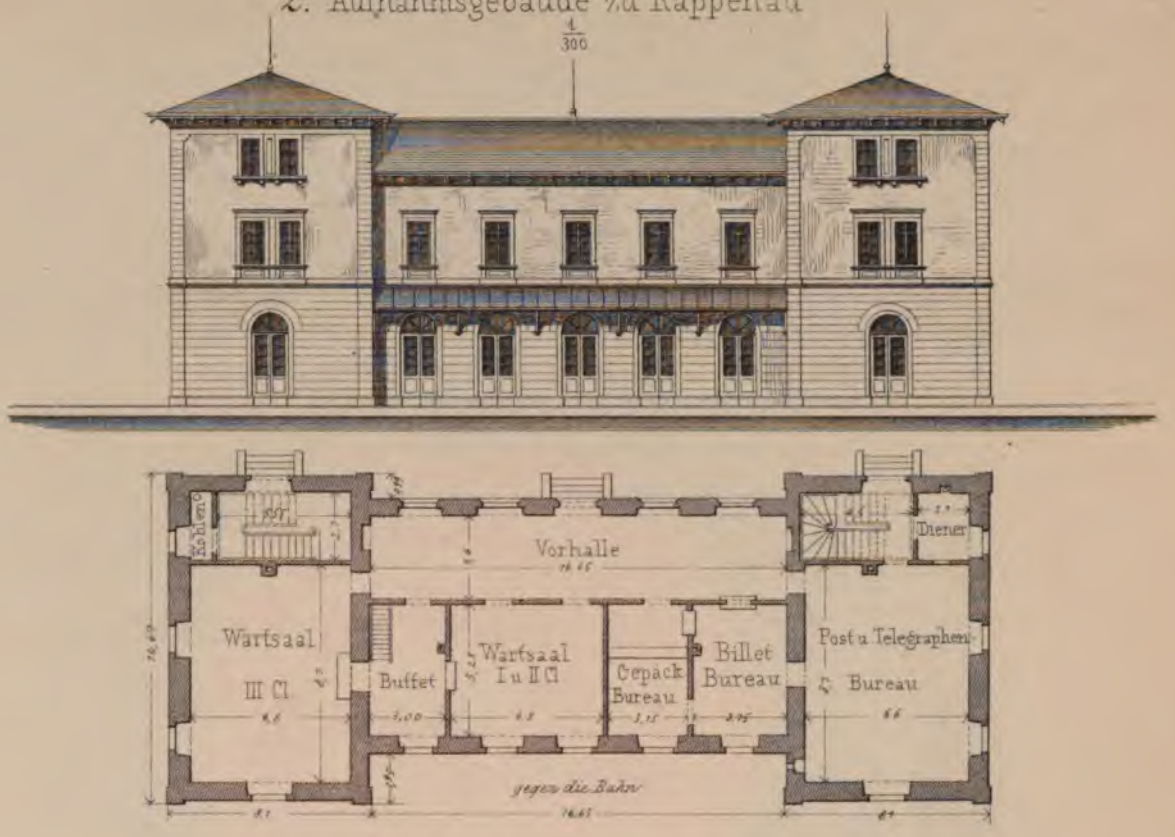
$\frac{1}{2000}$



Maasstab $\frac{1}{2000}$ d. w. Grösse

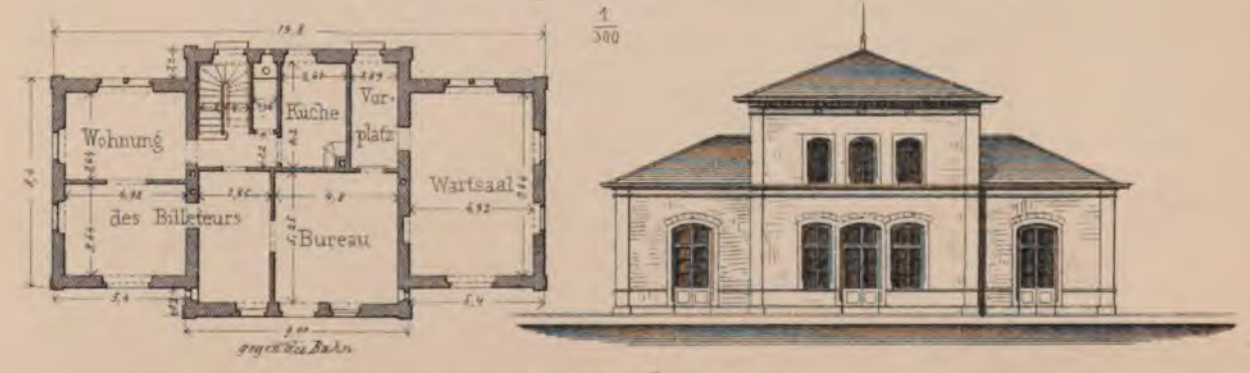
...en Stationen.

2. Aufnahmsgebäude zu Rappenau

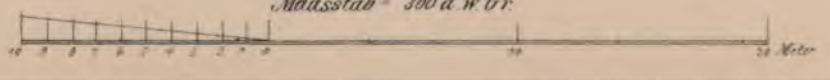


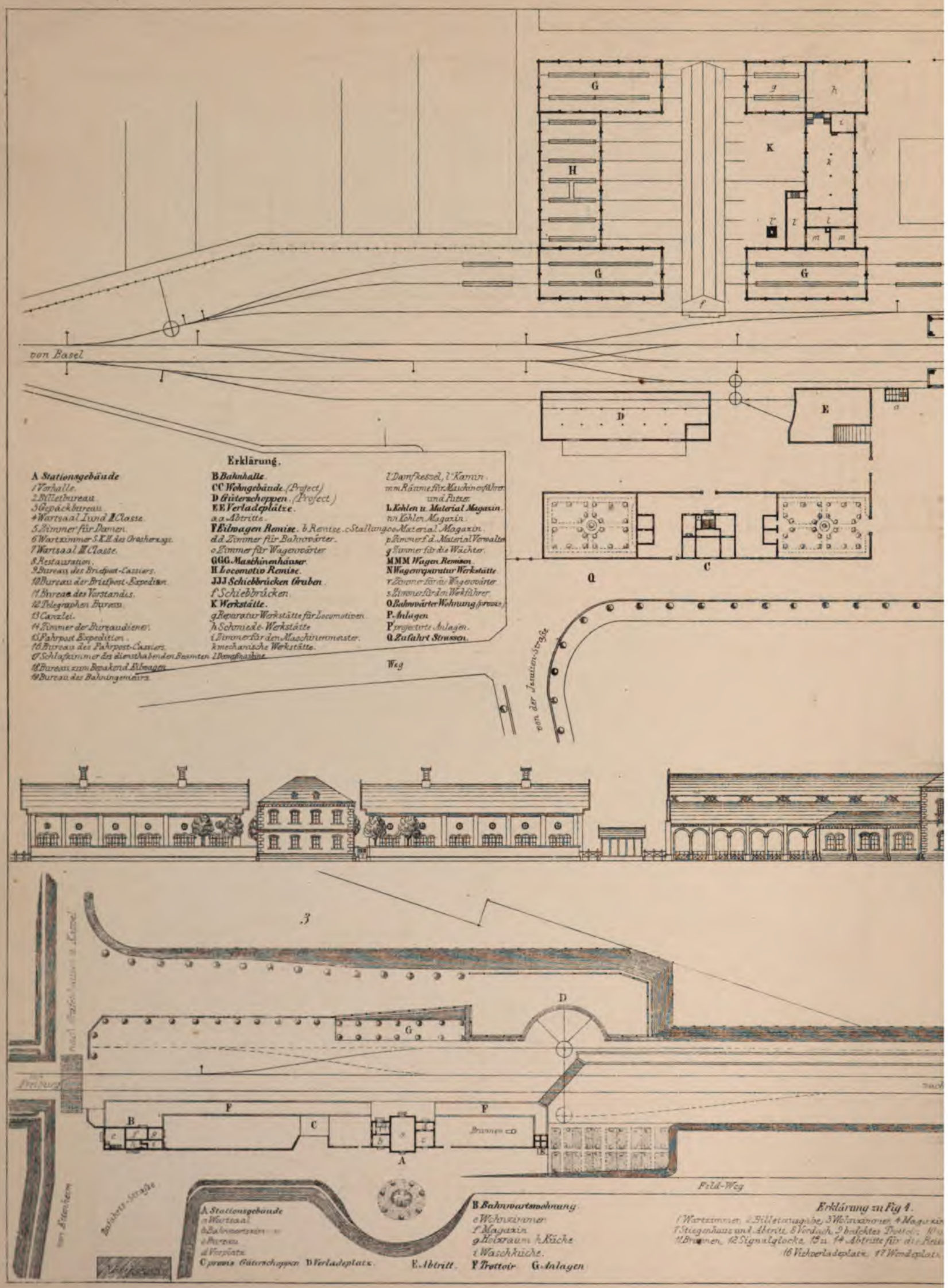
4. Aufnahmsgebäude zu Babstadt

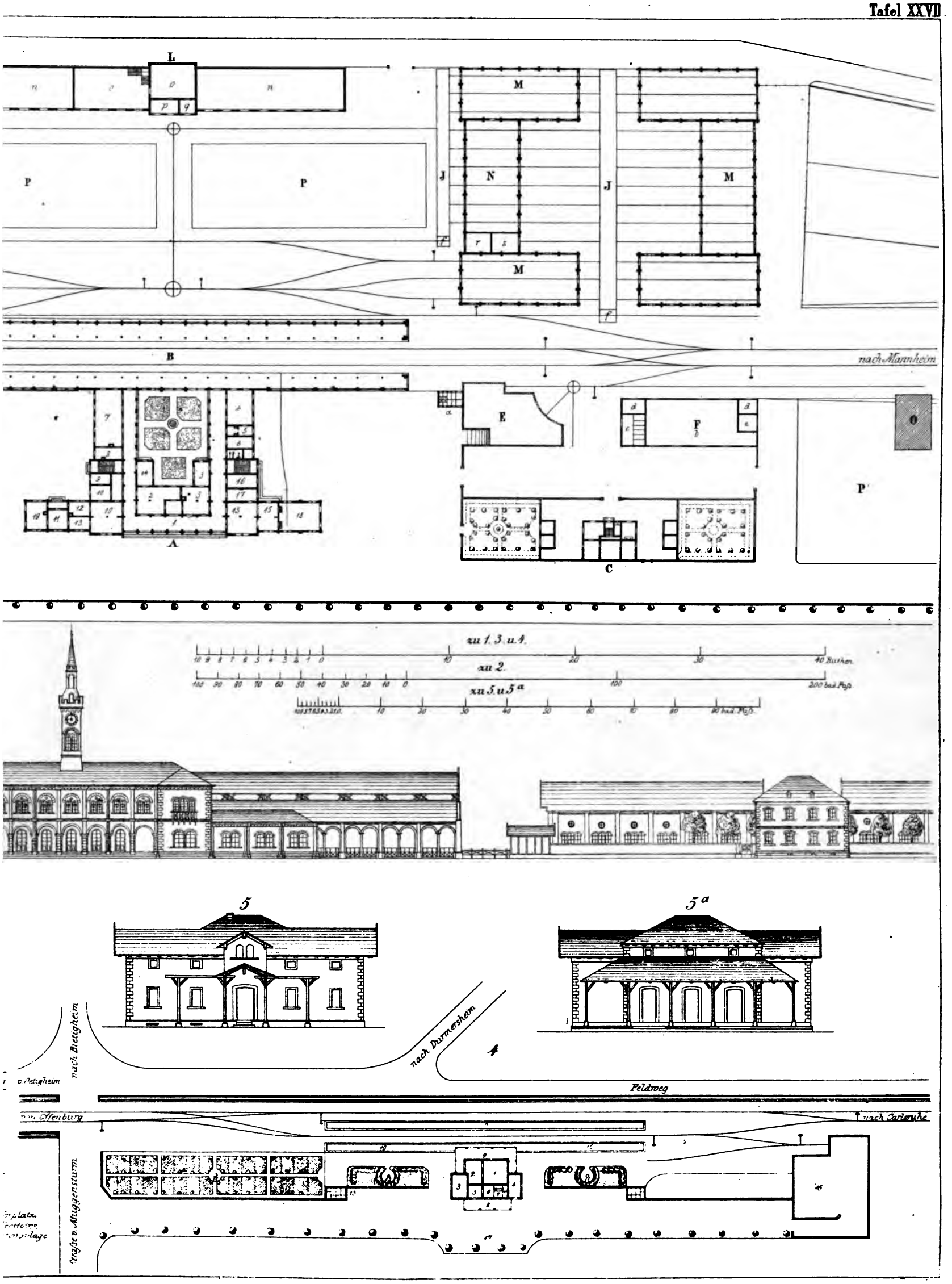
6. Aufnahmsgebäude zu Zuzenhausen



Maasstab = 1/300 d. w. Gr.

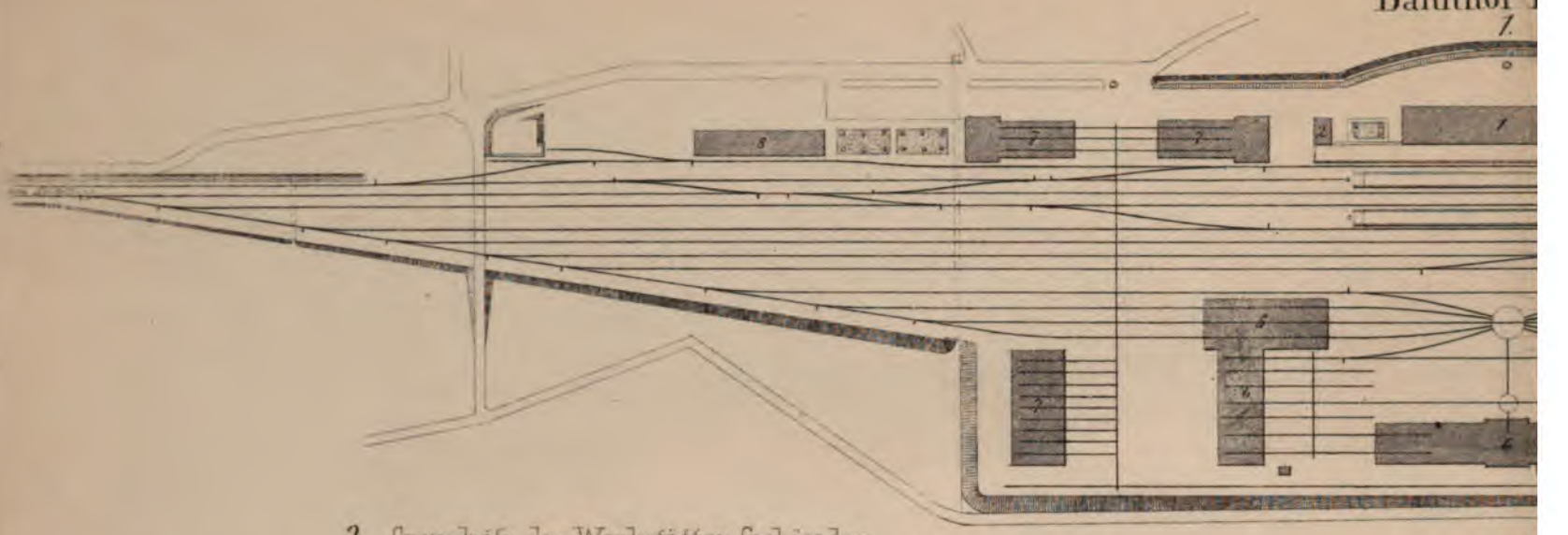



von Basel
Erklärung.
A Stationsgebäude
1 Vorhalle.
2 Billetbureau.
3 Gepäckbureau.
4 Wartsaal I und II Classe.
5 Zimmer für Damen.
6 Wartzimmer S.K.H. des Grosherzogs.
7 Wartsaal III Classe.
8 Restauration.
9 Bureau des Briefpost-Cassiers.
10 Bureau der Briefpost-Expedition.
11 Bureau des Vorstandes.
12 Telegraphen Bureau.
13 Canzlei.
14 Zimmer der Bureaudiener.
15 Fahrpost Expedition.
16 Bureau des Fahrpost-Cassiers.
17 Schlafzimmer des diensthabenden Beamten.
18 Bureau zum Bepakend. Eilwagen.
19 Bureau des Bahningenieurs.
B Bahnhalle.
CC Wohngebäude. (Project.)
D Güterschoppen. (Project.)
EE Verladeplätze.
a a Abtritte.
F Eilwagen Remise. b Remise. c Stallung.
d d Zimmer für Bahnwärter.
o Zimmer für Wagenwärter.
GGG Maschinenhäuser.
H Locomotiv Remise.
JJJ Schiebbrücken Gruben.
f Schiebbrücken.
K Werkstätte.
g Reparatur Werkstätte für Locomotiven.
h Schmiede-Werkstätte.
i Zimmer für den Maschinenmeister.
k mechanische Werkstätte.
l Damfkessel, l' Kamin.
m m Räume für Maschinenführer und Putzer.
L Kohlen u. Material Magazin.
n n Kohlen Magazin.
o o Material Magazin.
p Zimmer f. d. Material Verwalter.
q Zimmer für die Wächter.
MMM Wagen Remisen.
N Wagenreparatur Werkstätte.
r Zimmer für die Wagenwärter.
s Zimmer für den Werkführer.
O Bahnwärter Wohnung (provis.)
P Anlagen.
P' projectirte Anlagen.
Q Zufahrt Strassen.
Weg
von der Jesuiten-Straße
Feld-Weg
Erklärung zu Fig 4.
A Stationsgebäude
a Wartsaal
b Bahnwartszimmer
c Bureau
d Vorplatz
C provis. Güterschoppen
D Verladeplatz.
E Abtritt.
B Bahnwartswohnung
e Wohnzimmer
f Magazin
g Holzraum h Küche
i Waschküche.
F Trottoir
G Anlagen

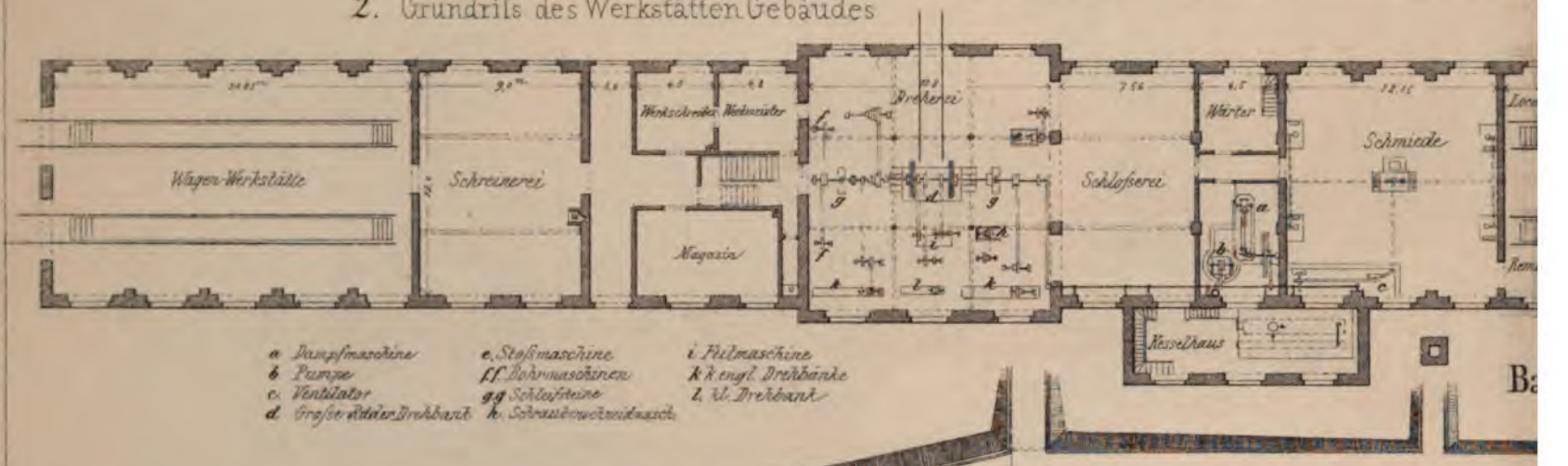

L
M
N
J
P
B
nach Mannheim
E
F
O
A
C
zu 1. 3. u. 4.
zu 2.
zu 5. u. 5a
40 Ruthen
200 bad. Fuß
90 bad. Fuß
5
5a
nach Bietigheim
nach Durmersheim
Feldweg
nach Carlsruhe
Straße v. Muggensturm

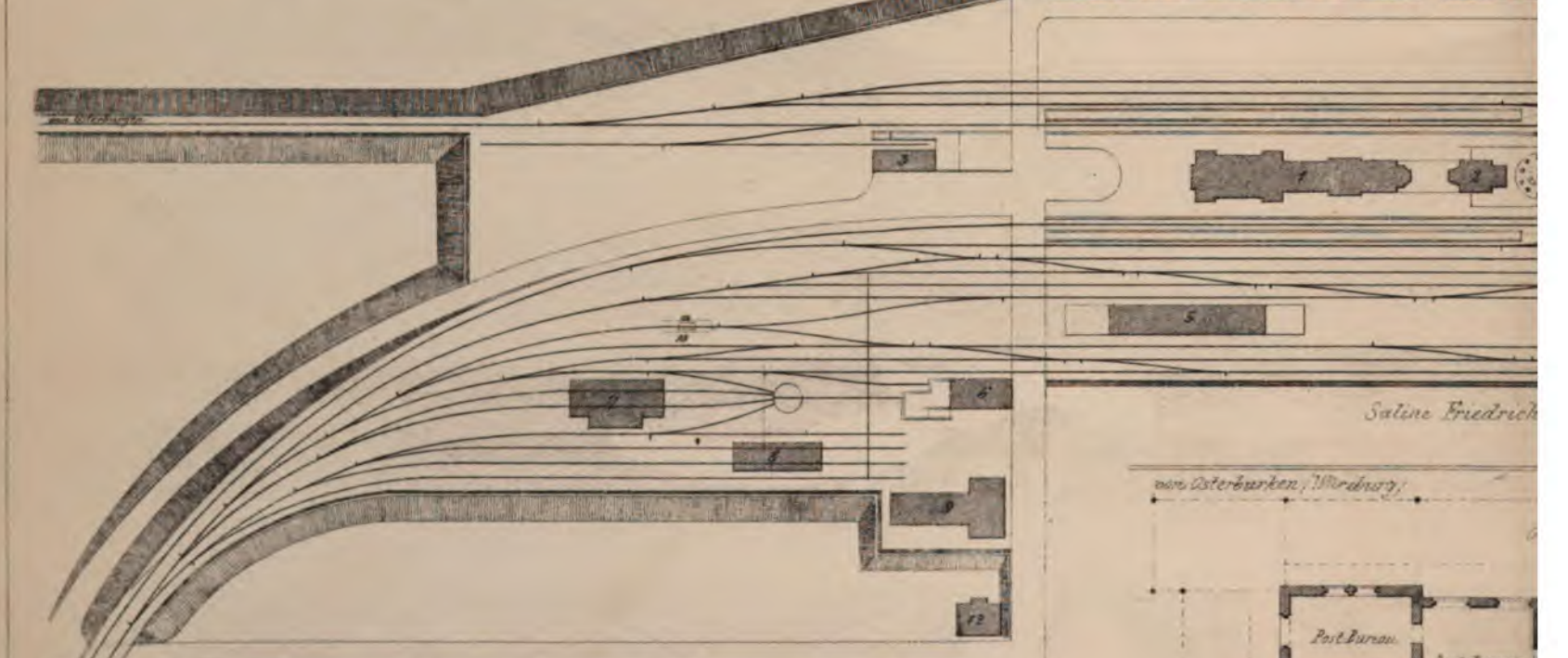
Bahnhof

1.

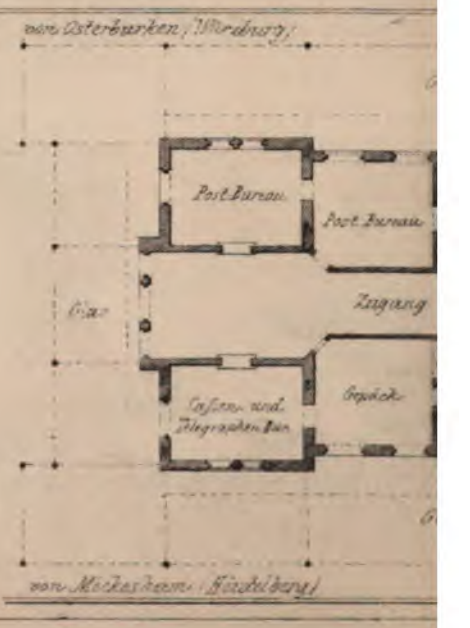


2. Grundriss des Werkstätten Gebäudes





Saline Friedrich



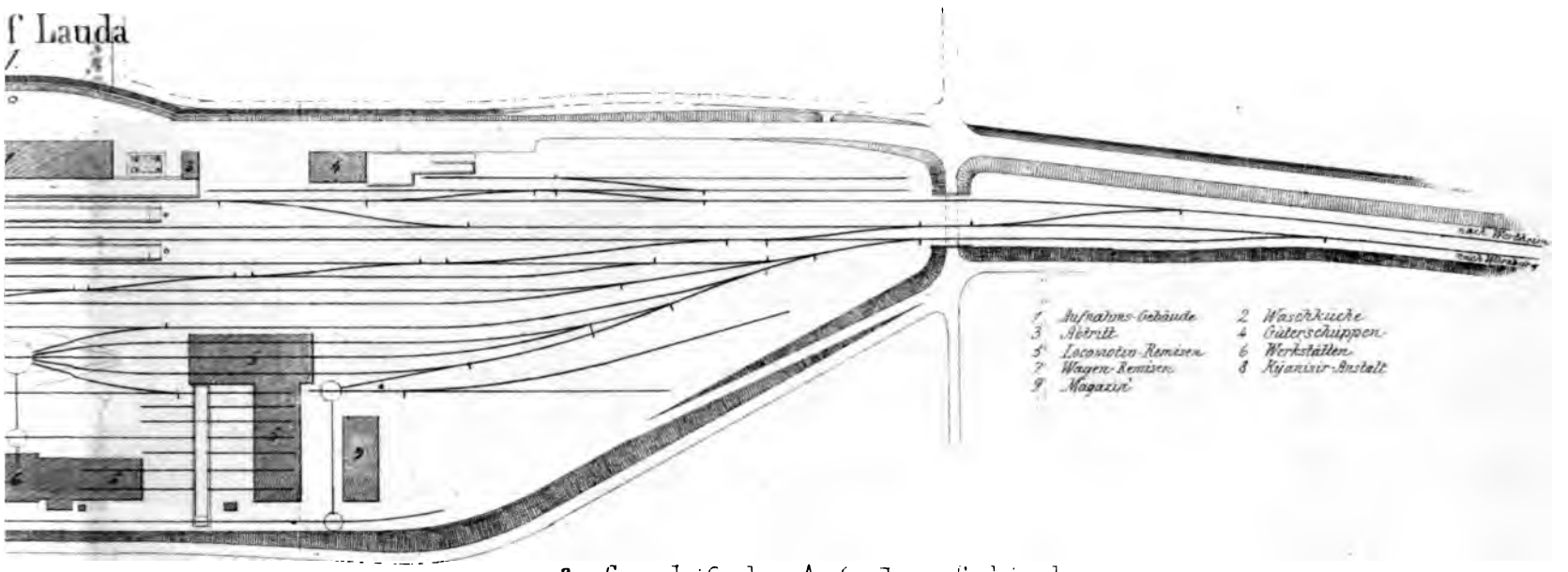
1 Aufnahms-Gebäude
2 Neben-Gebäude
3 Wärter und Güterschuppen
4 " Maschinenhaus
5 Gemeinschaftl. Güterschuppen
6 Badischer " "
7 " Maschinenhaus
8 " Wagenremise
9 Bad. Verwaltungs-Gebäude
10 Gemein. Brückenwage
11 Gas-Anstalt
12 Wohngebäude

Maasstab zu 1 u. 4 = $\frac{1}{2500}$ d. w. Gr

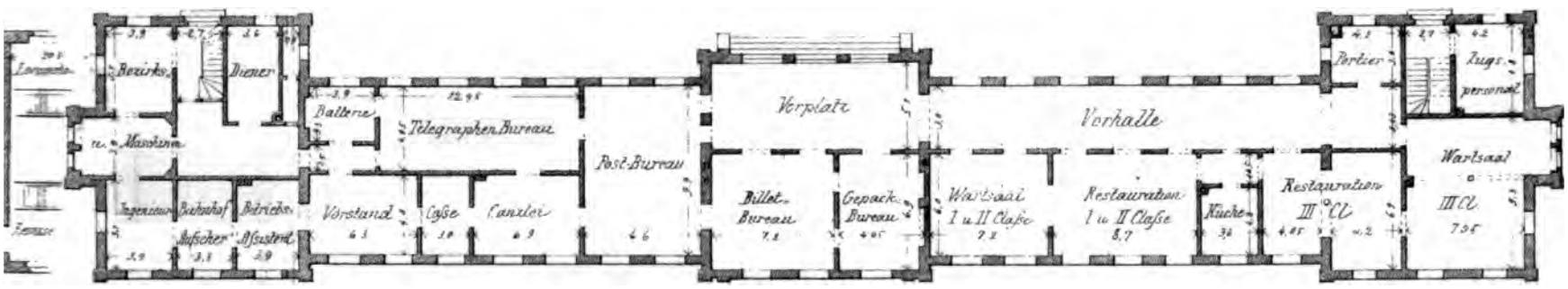
Meter

Maasstab zu 2, 3 u. 5 = $\frac{1}{400}$

Meter

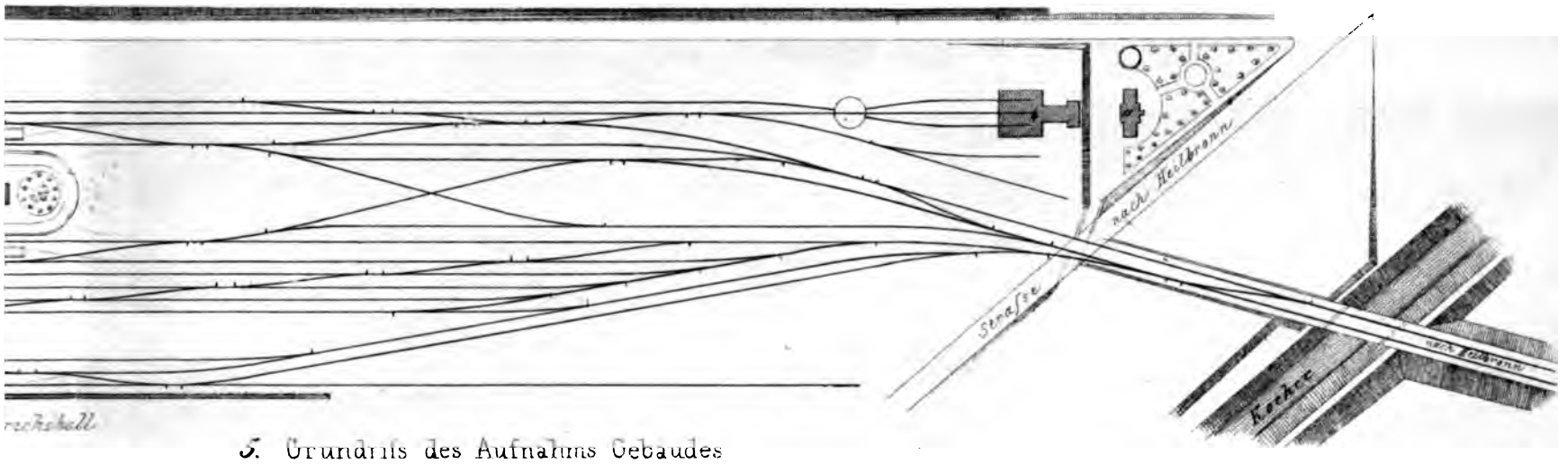


3. Grundriss des Aufnahms Gebäudes

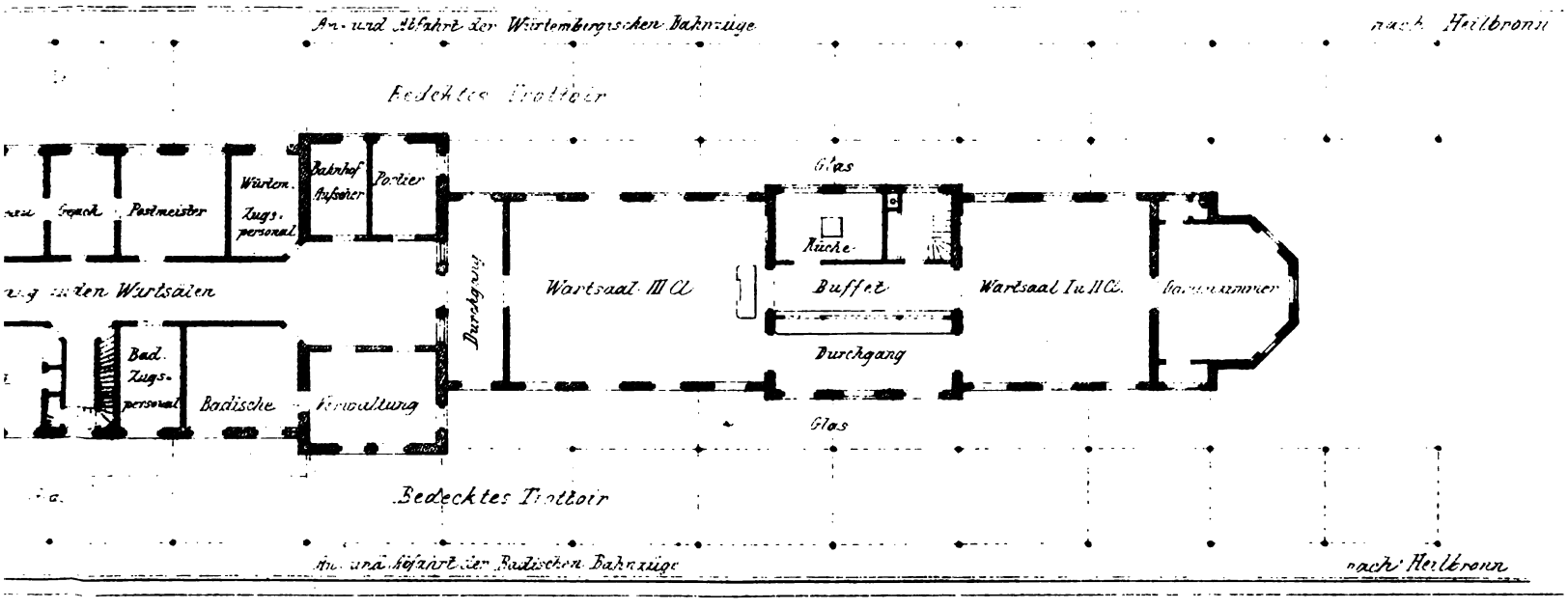


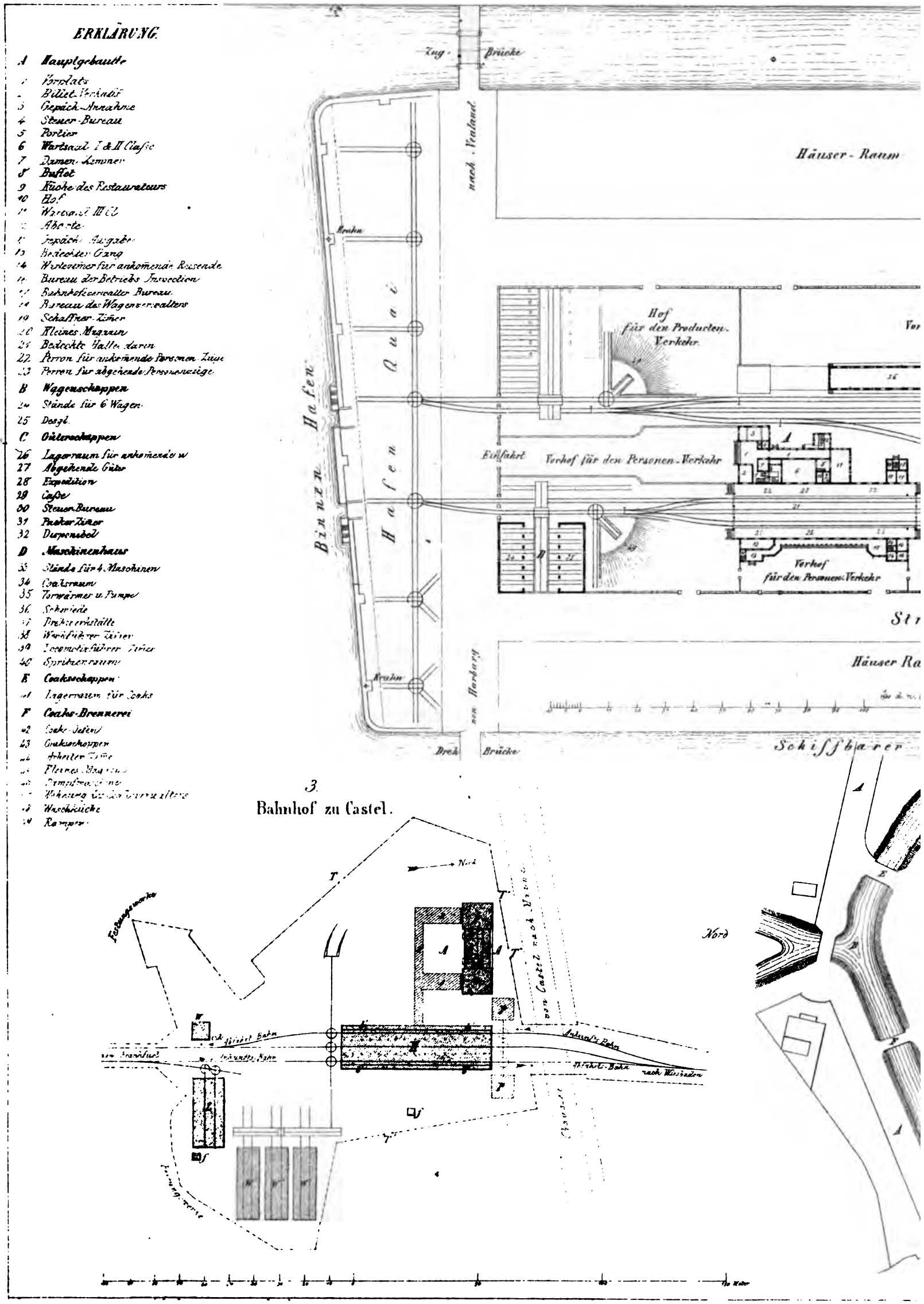
Bahnhof Jaxtfeld

4.



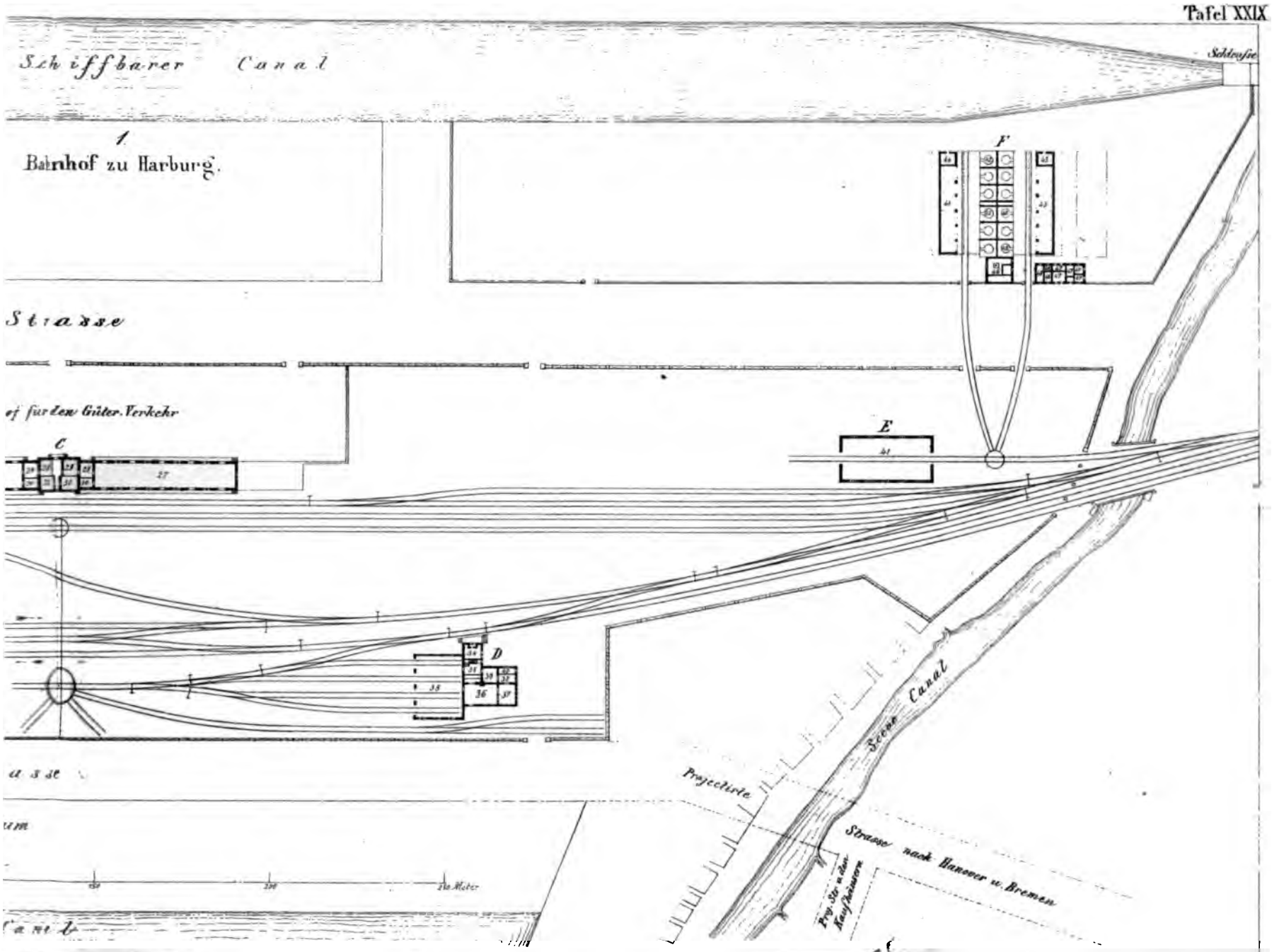
5. Grundriss des Aufnahms Gebäudes




ERKLÄRUNG.
A Hauptgebäude
1 Vorplatz
2 Billet-Verkauf
3 Gepäck-Annahme
4 Steuer-Bureau
5 Portier
6 Wartsaal I & II Classe
7 Damen-Zimmer
8 Buffet
9 Küche des Restaurateurs
10 Hof
11 Wartsaal III Cl.
12 Aborte
13 Gepäck-Ausgabe
14 Wartezimmer für ankommende Reisende
15 Bureau der Betriebs-Inspection
17 Bahnhofsverwalter-Bureau
18 Bureau des Wagenverwalters
19 Schaffner-Zimmer
20 Kleines Magazin
21 Bedeckte Halle darin
22 Perron für ankommende Personen-Züge
23 Perron für abgehende Personenzüge
B Wagenschoppen
24 Stände für 6 Wagen
25 Desgl.
C Güterschoppen
26 Lagerraum für ankommende u.
27 Abgehende Güter
28 Expedition
29 Casse
30 Steuer-Bureau
31 Packer-Zimmer
32 Disponibel
D Maschinenhaus
33 Stände für 4 Maschinen
34 Coaksraum
35 Vorwärmer u. Pumpe
36 Schmiede
37 Drehwerkstätte
38 Werkführer-Zimmer
39 Locomotivführer-Zimmer
40 Spritzenraum
E Coaksschoppen
41 Lagerraum für Coaks
F Coaks-Brennerei
42 Coaks-Oefen
43 Coaksschoppen
44 Arbeiter-Zimmer
45 Kleines Magazin
46 Dampfmaschine
47 Wohnung des Coaksverwalters
48 Waschküche
49 Rampen
Zug-Brücke
nach Vealand
Häuser-Raum
Krahn
Hof für den Producten-Verkehr
Binnen Hafen
Hafen Quai
Einfahrt
Vorhof für den Personen-Verkehr
Vorhof für den Personen-Verkehr
Häuser Ra
Schiffbarer
Dreh-Brücke
3.
Bahnhof zu Castel.
Nord
Festungswerke
von Castel nach Mainz
Ankunfts-Bahn
Abfahrts-Bahn
nach Wiesbaden
Chaussee

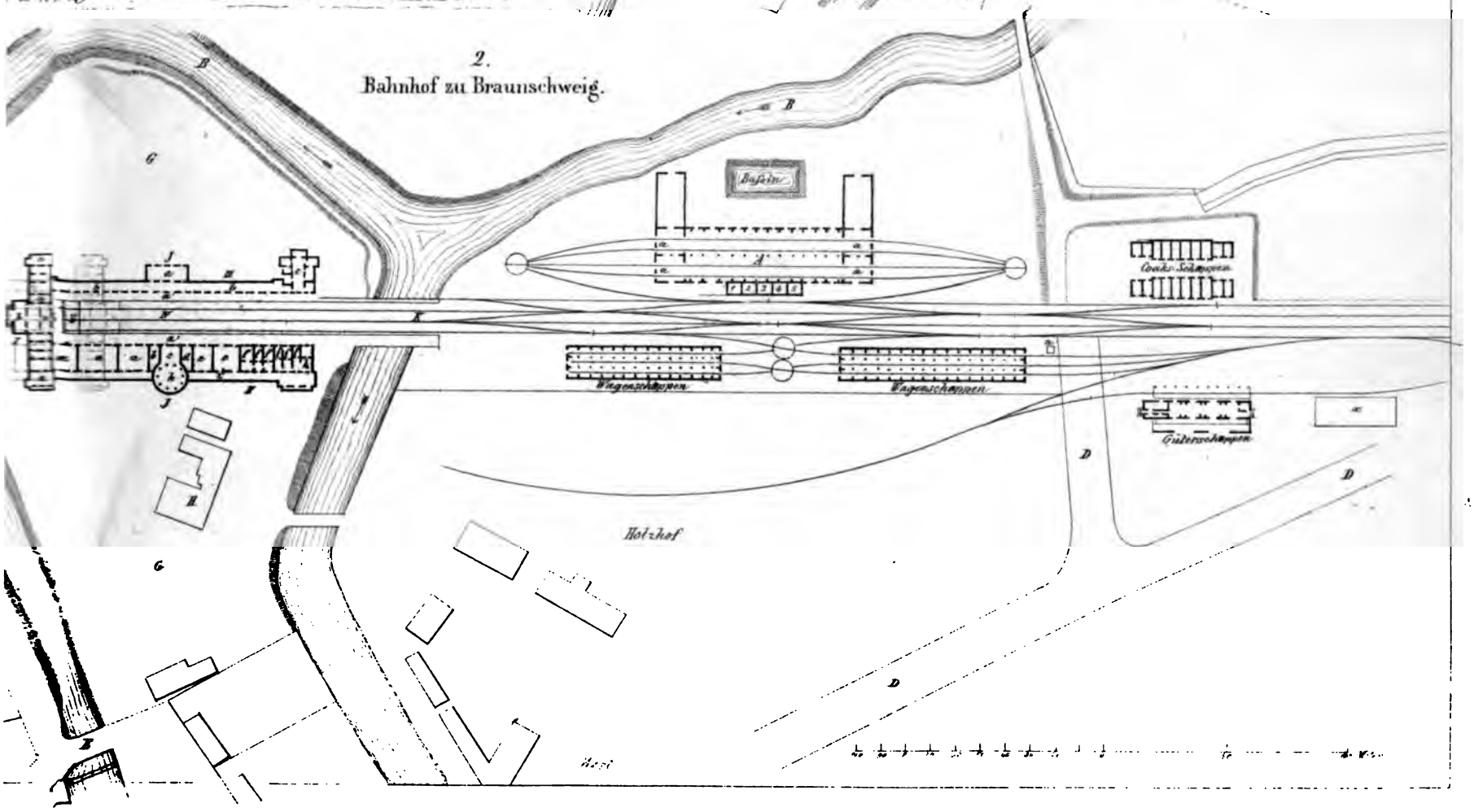
1.

Bahnhof zu Harburg.



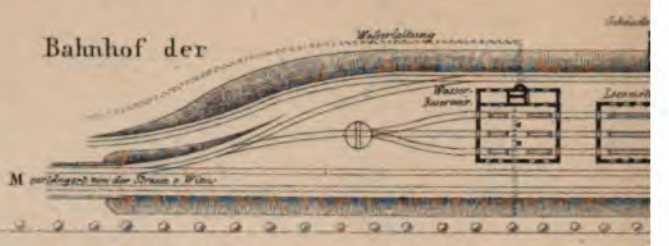
2.

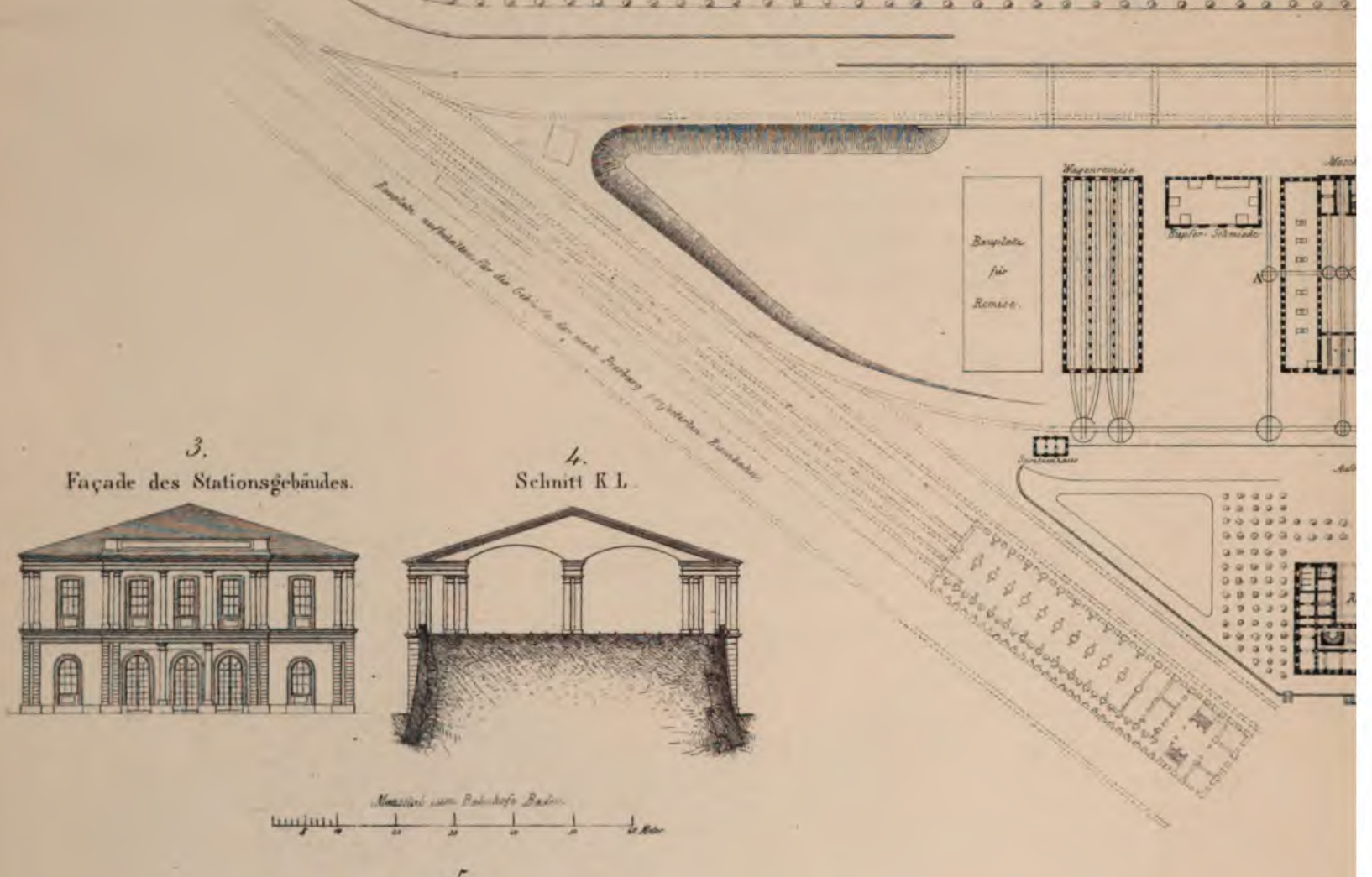
Bahnhof zu Braunschweig.



1.

Bahnhof der



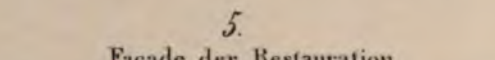


3.

Façade des Stationsgebäudes.

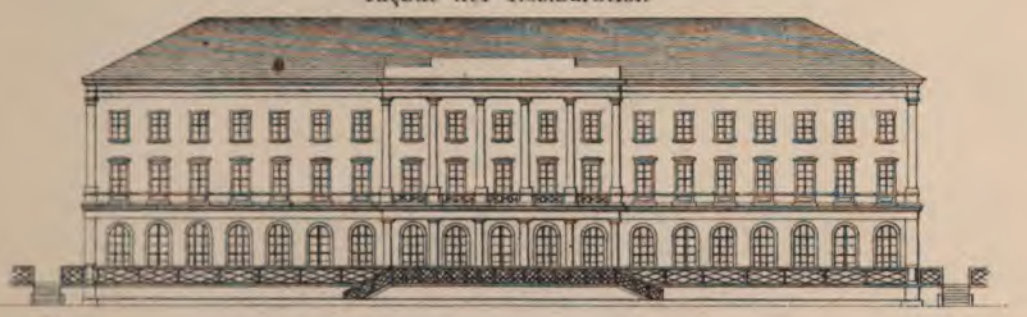
4.

Schnitt K L.



5.

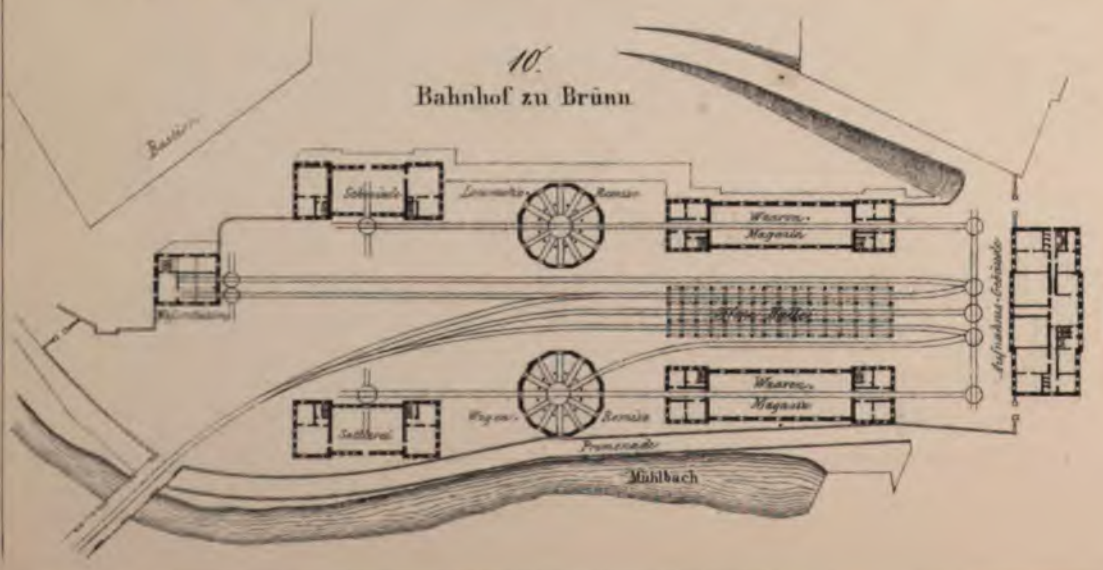
Façade der Restauration



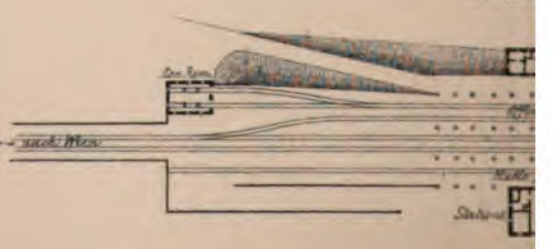
Schnit

10.

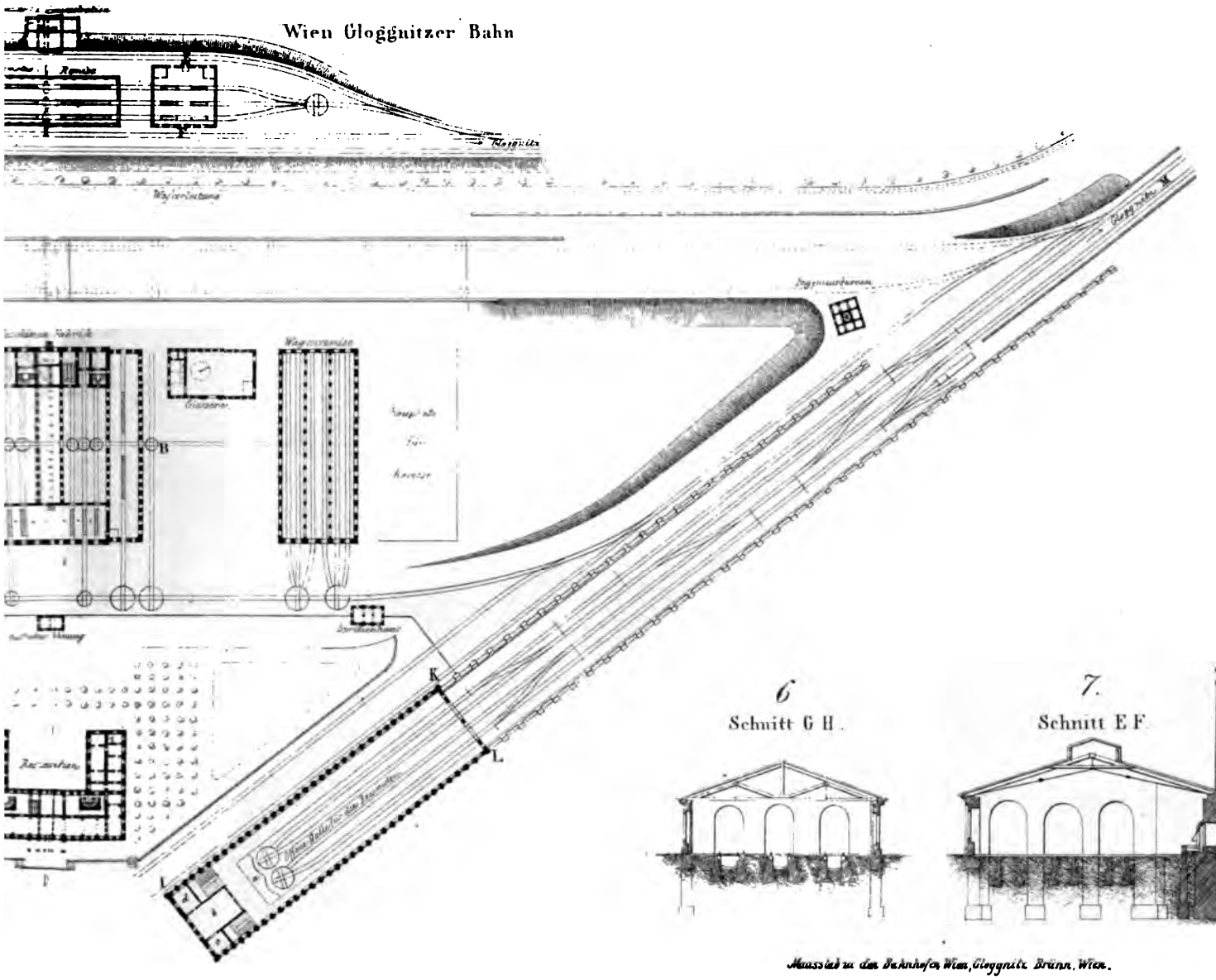
Bahnhof zu Brünn



Bahnl

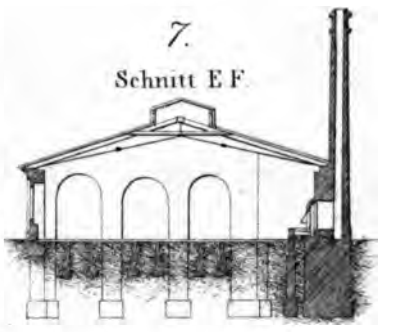


Wien Glogguitzer Bahn

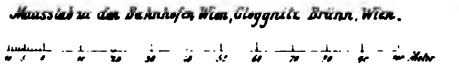


6
Schnitt G H.

7.
Schnitt E F.

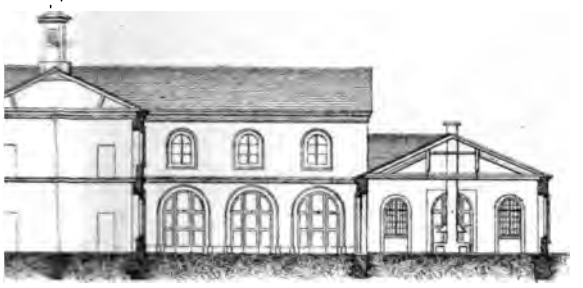


Maassstab zu den Bahnhöfen Wien, Glogguitz. Brünn. Wien.



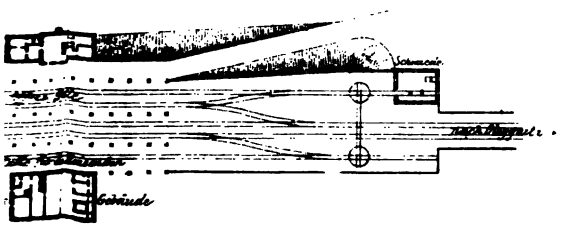
2

A B.

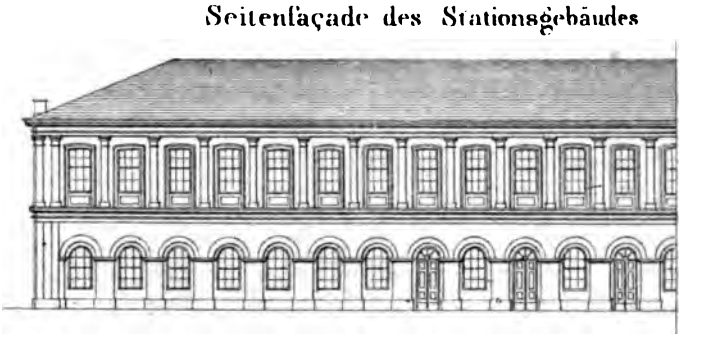


1

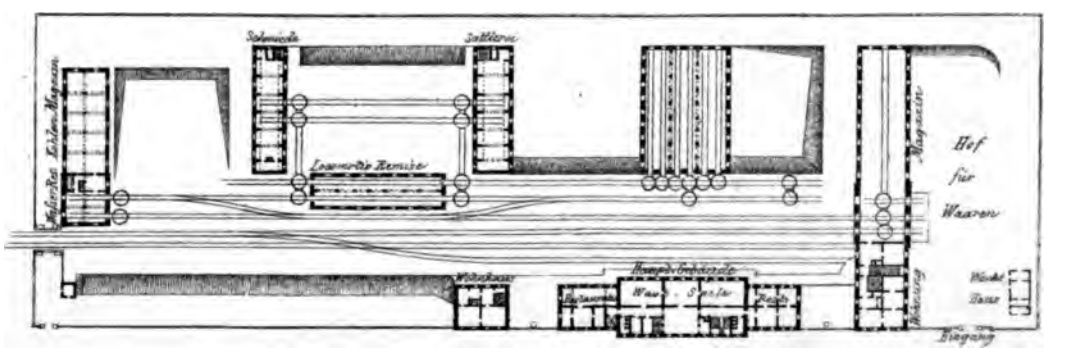
Bahnhof zu Baden

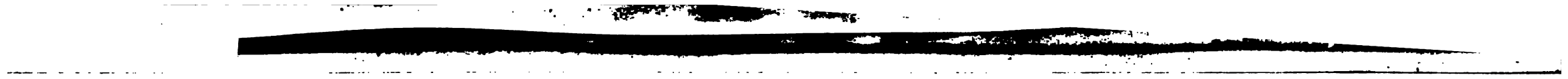


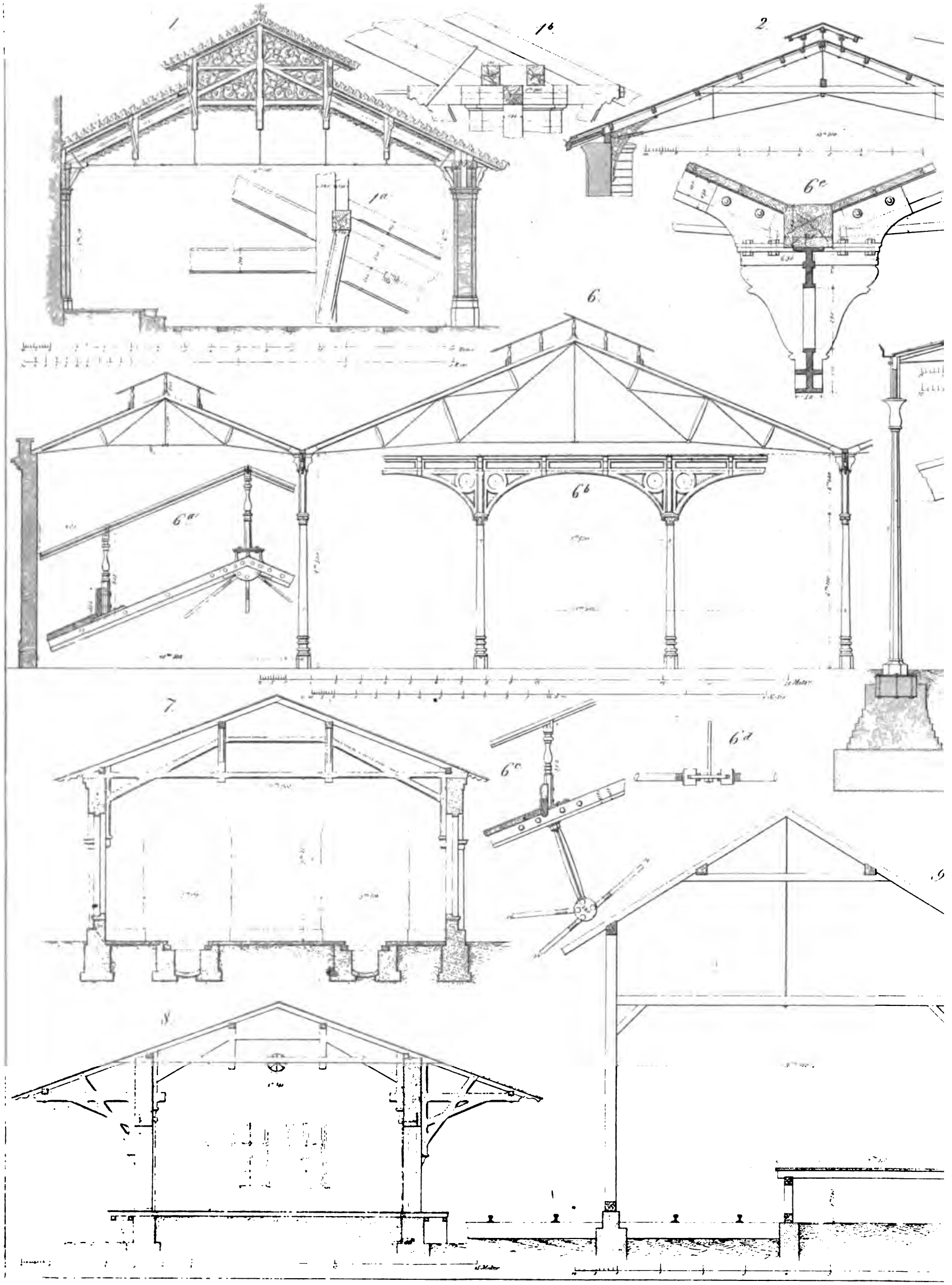
8
Seitenfaçade des Stationsgebäudes

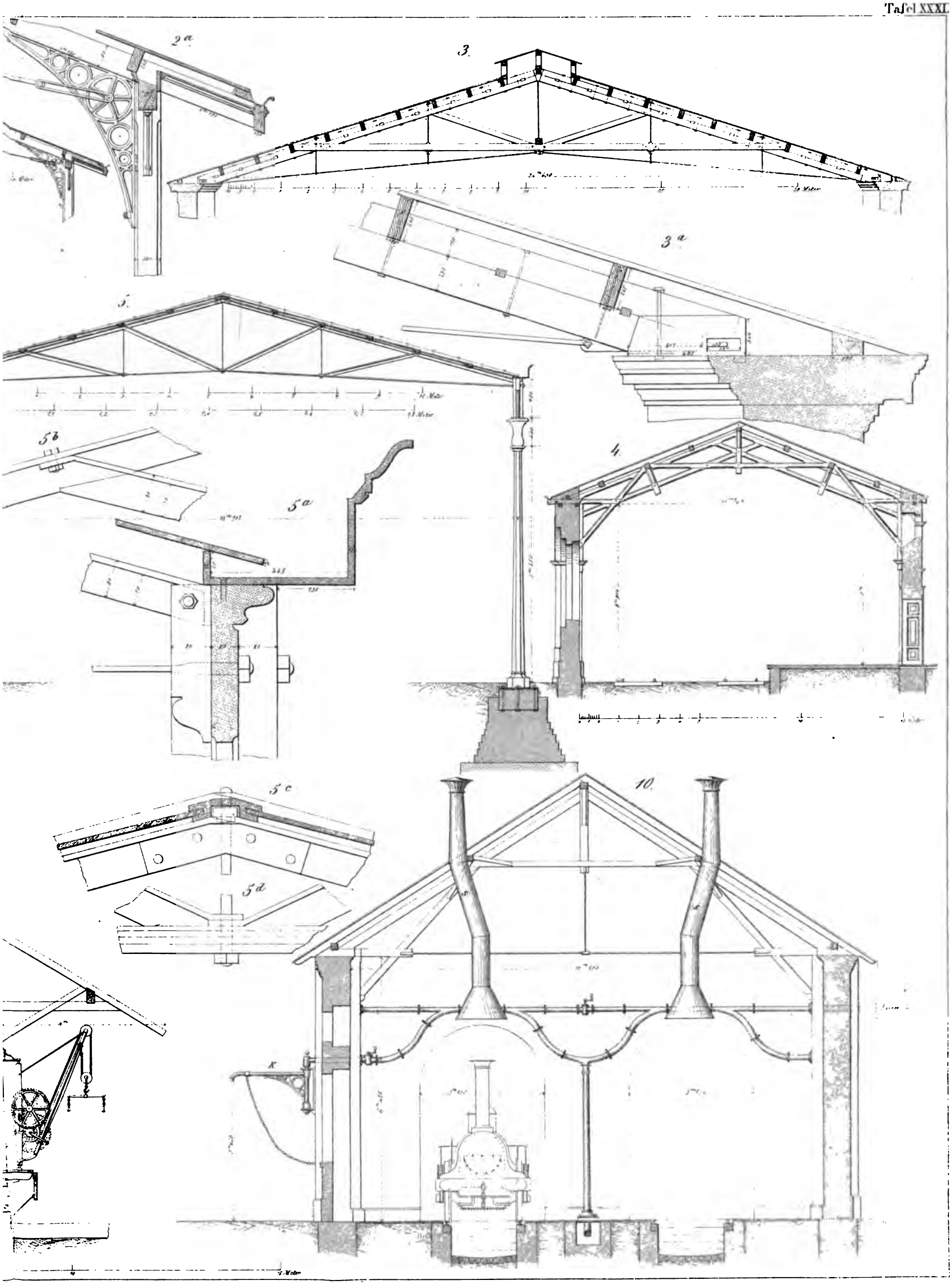


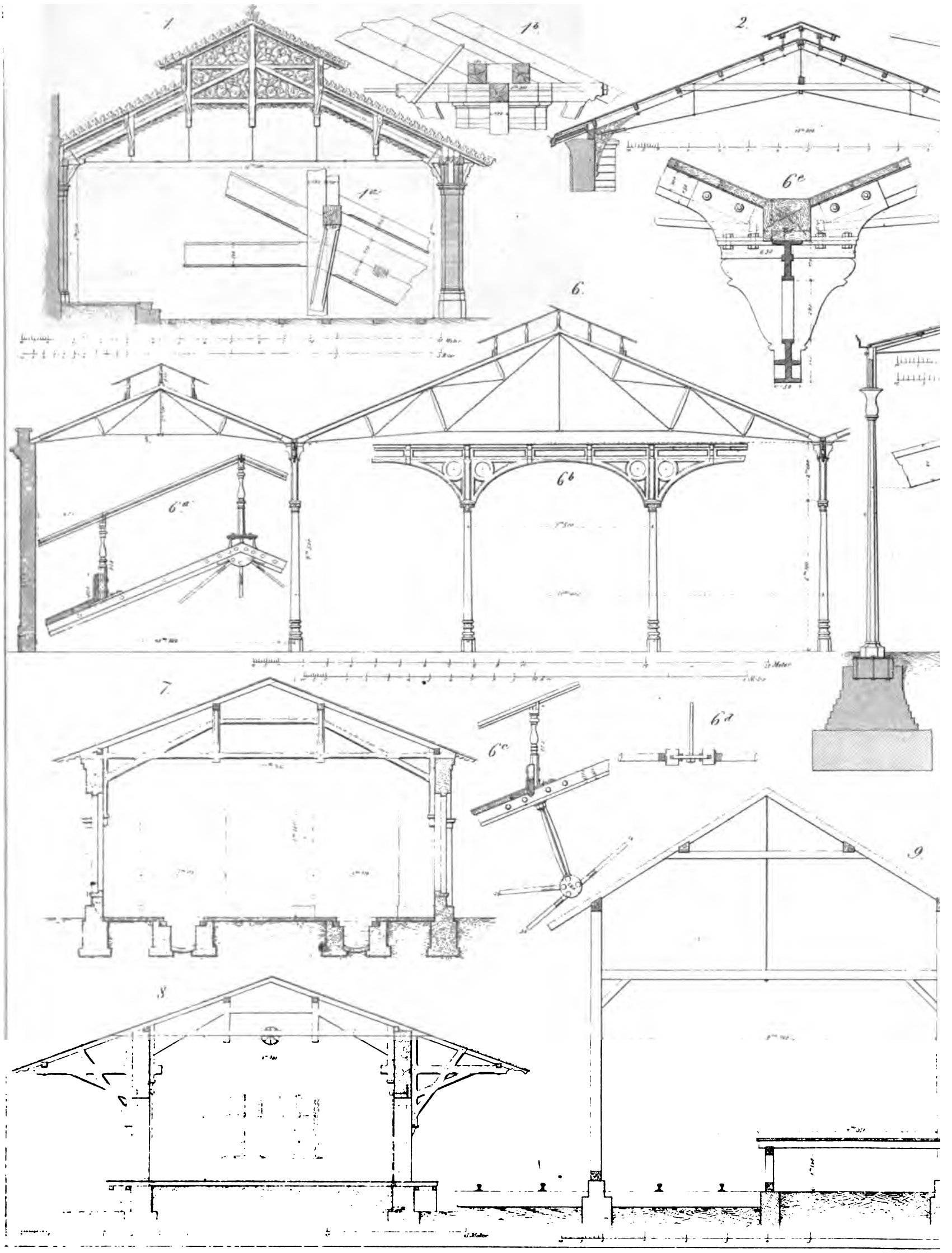
11.
Bahnhof zu Wien

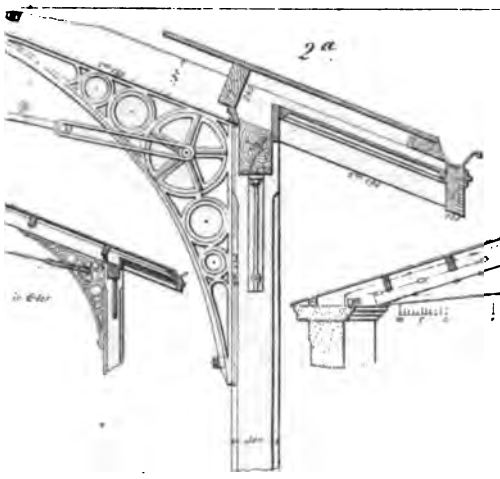


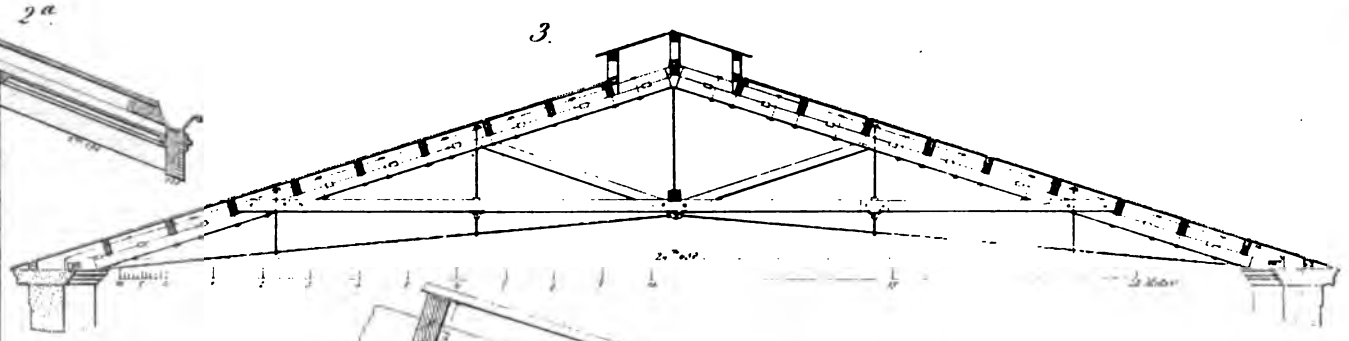



1
1a
1b
2
6
6a
6b
6c
6d
7
8
9


2a.
3.
3a.
5.
5b
5a
5c
5d
4.
10.
K


1.
1b
1a
2.
6e
6.
6a
6b
7.
6c
6d
9.
8.


2a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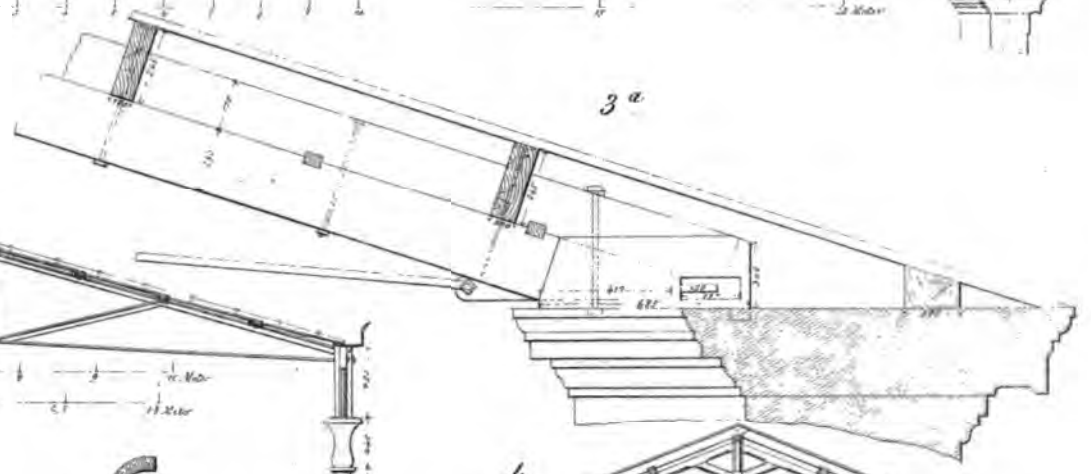
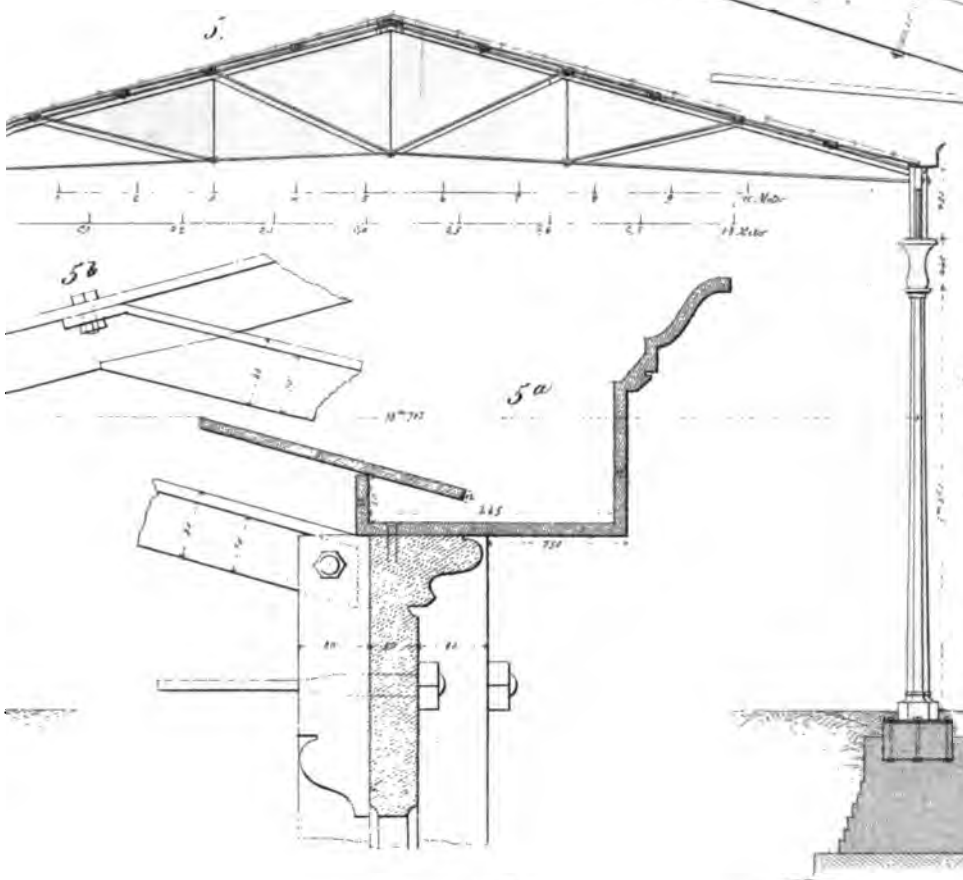
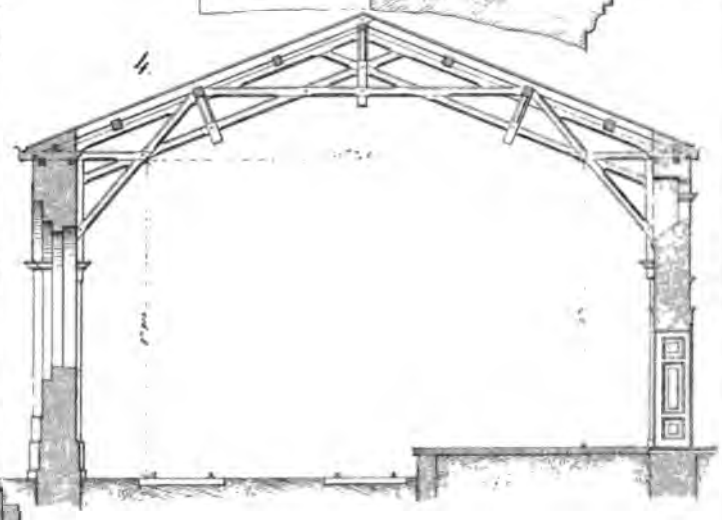

3a


5.

5b
5a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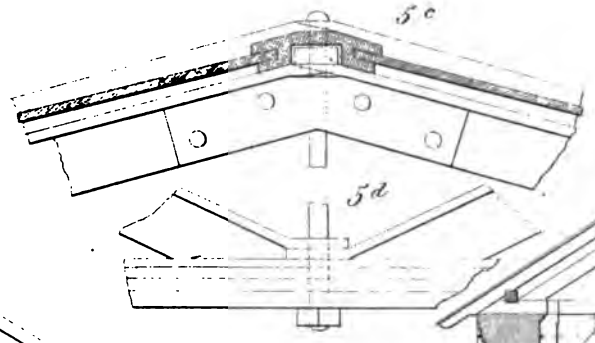
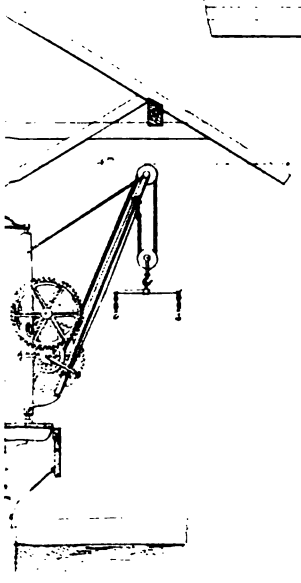
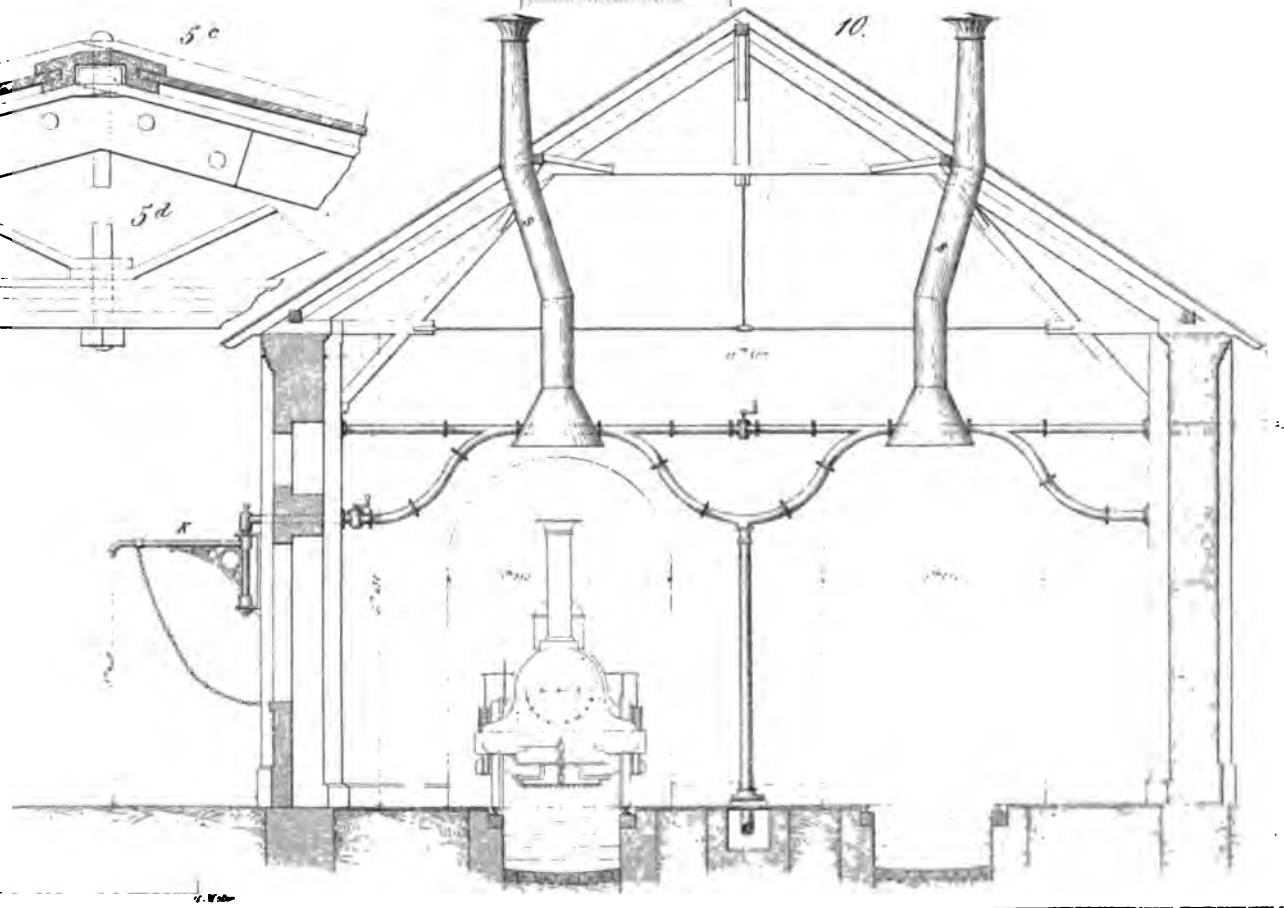
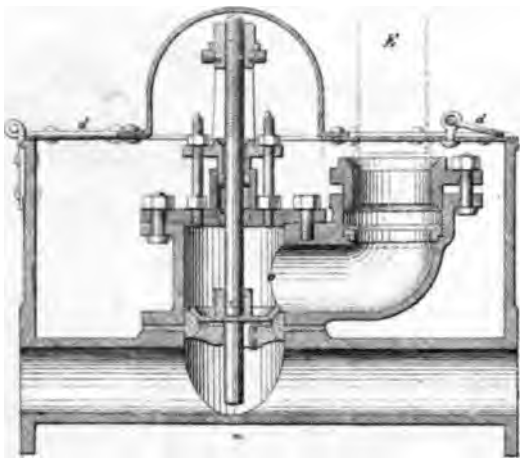

5c
5d

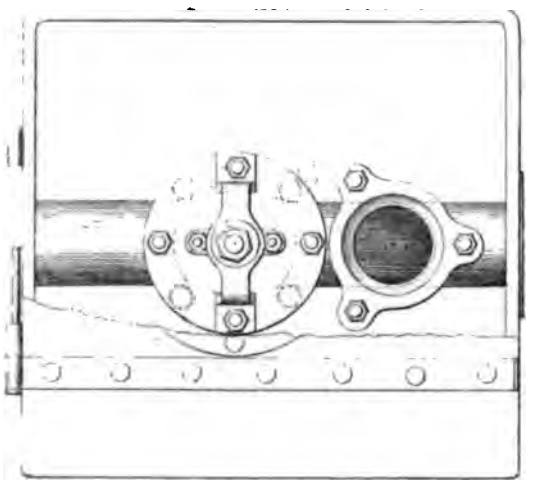



10.

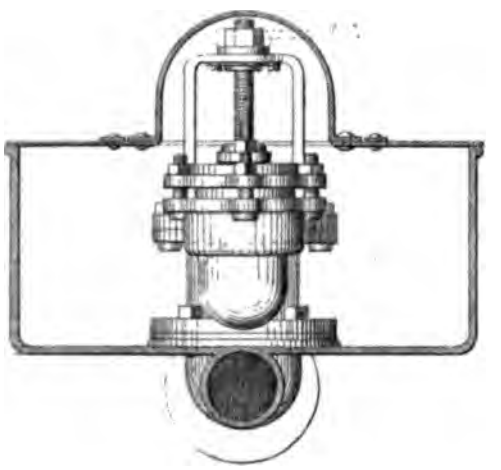
(a) 5.



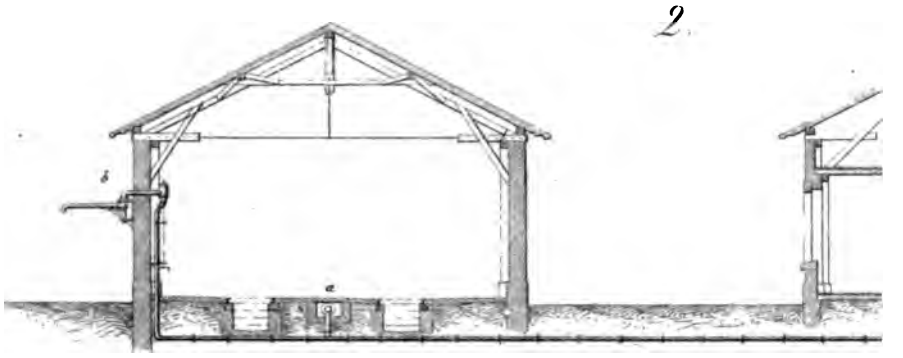
(a) 6.



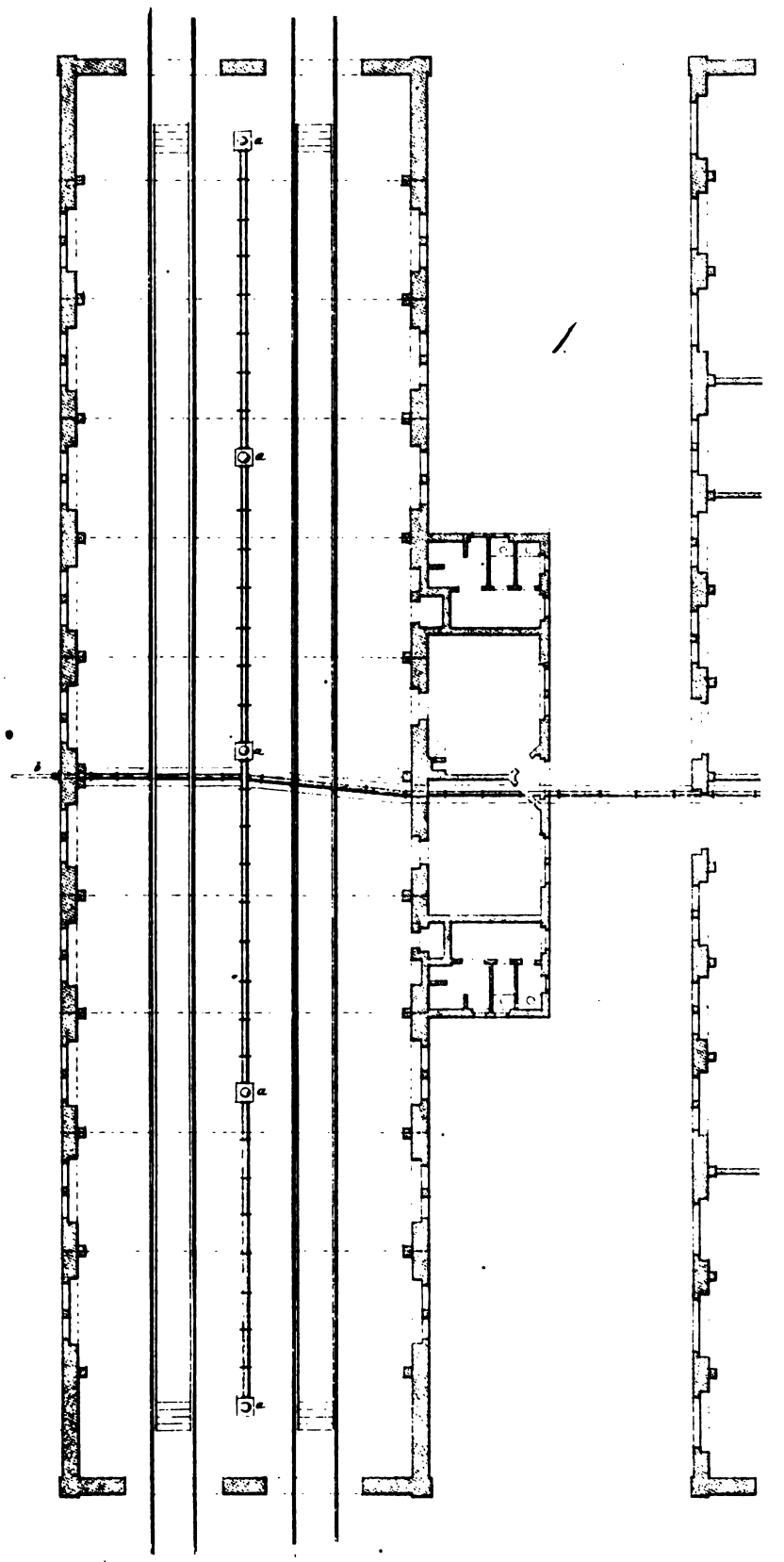
(a) 7

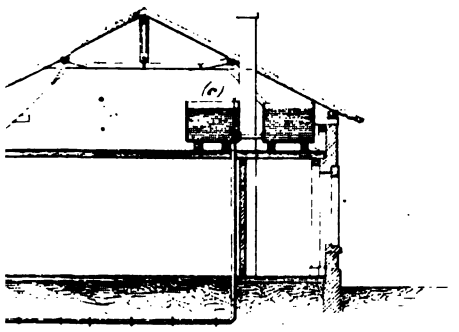


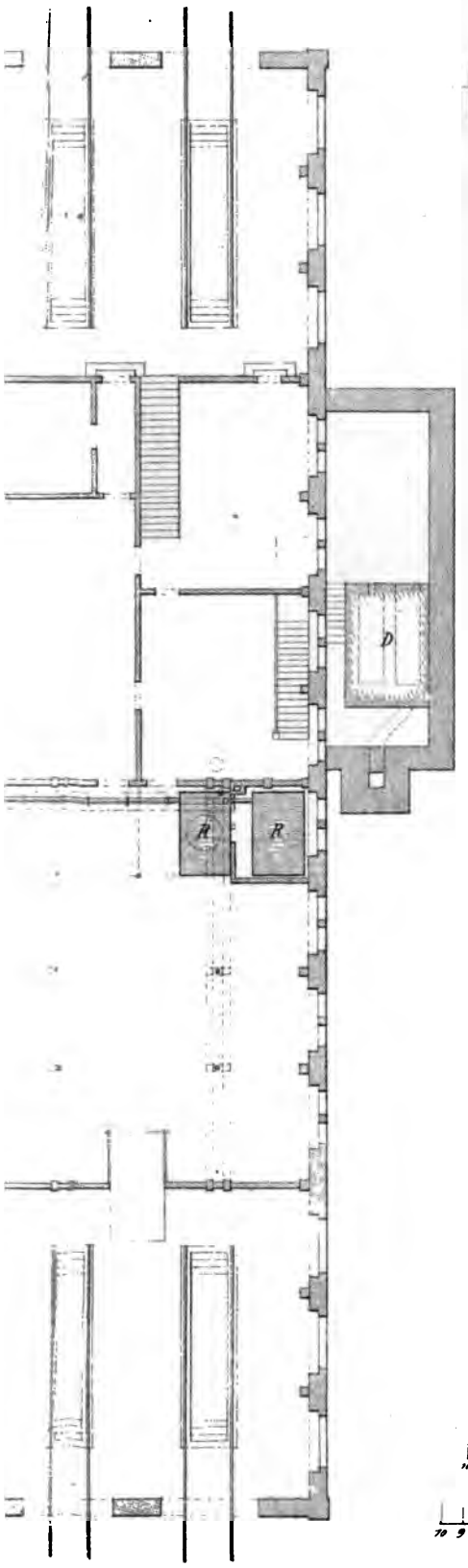
2.



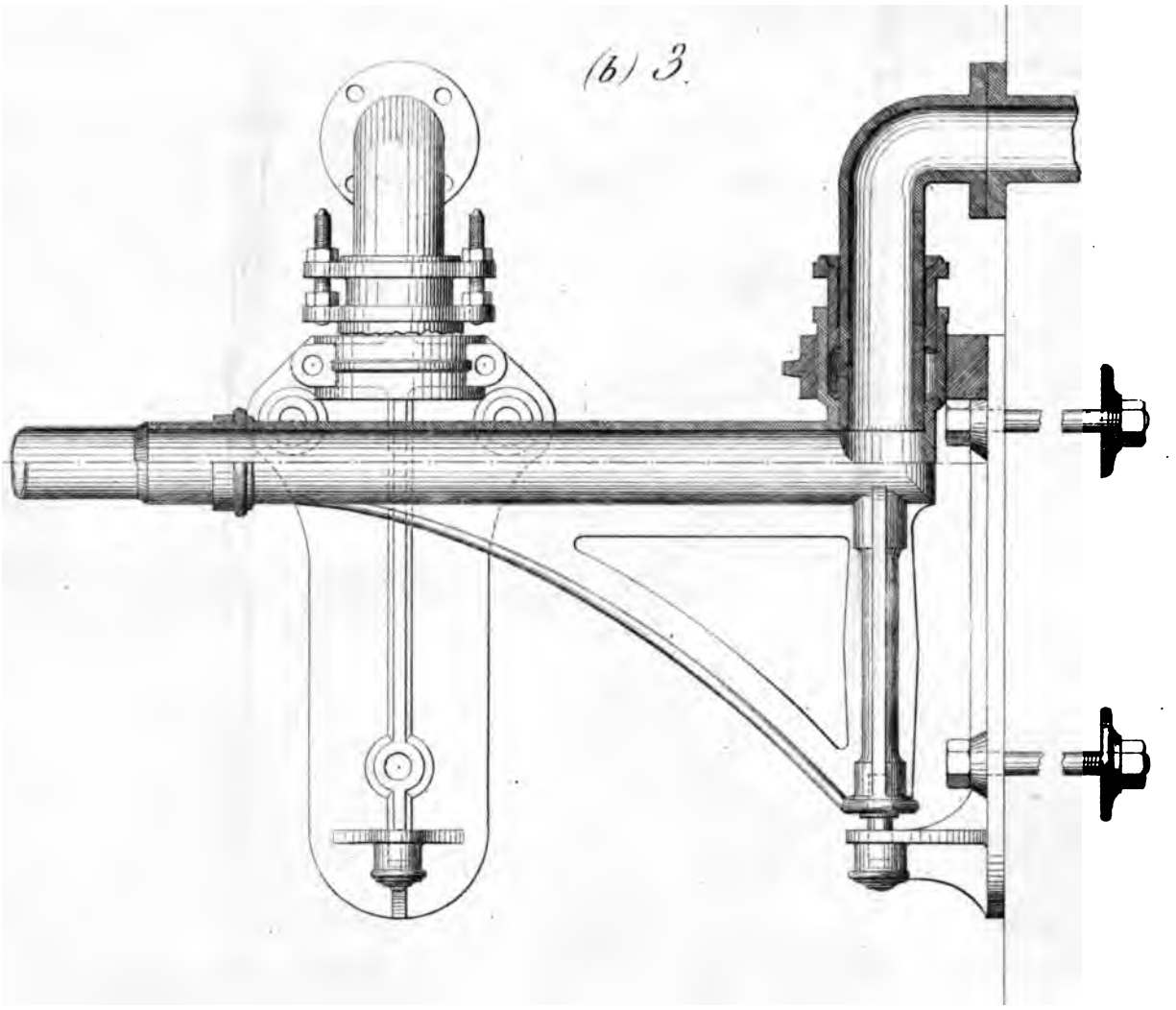
1.

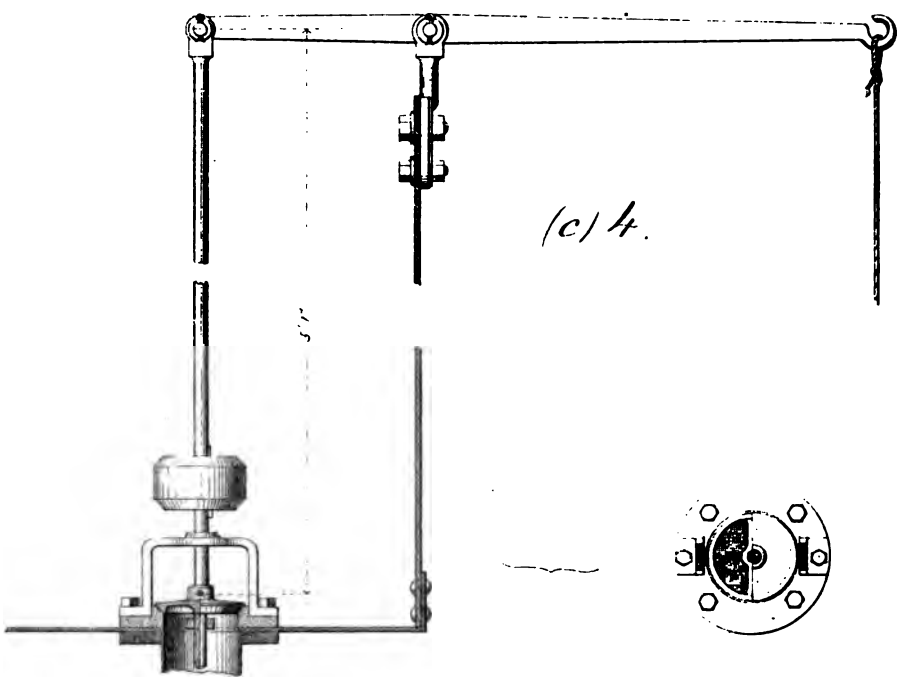






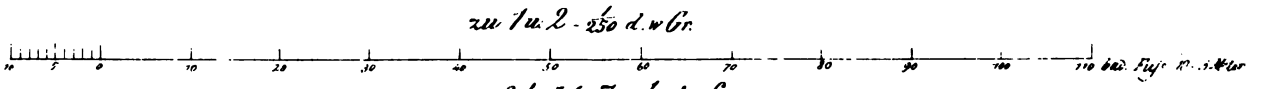
(b) 3.



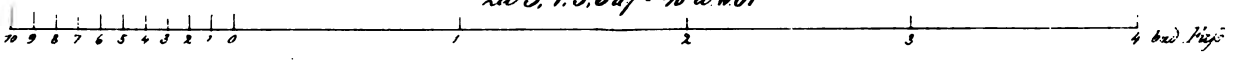


(c) 4.

zu 1 u. 2 - 1/250 d. w. Gr.



zu 3, 4, 5, 6 u. 7 - 1/6 d. w. Gr.



3.

4.

5.

6.

12.

zu 3 u. 4.

zu 7 u. 8.

zu 5 u. 6.

zu 12.

1.

2.

zu 1 u 2.

7.

8.

9.

10.

Schnitt A B

7a

8a

11.

10a

Vorwärmer

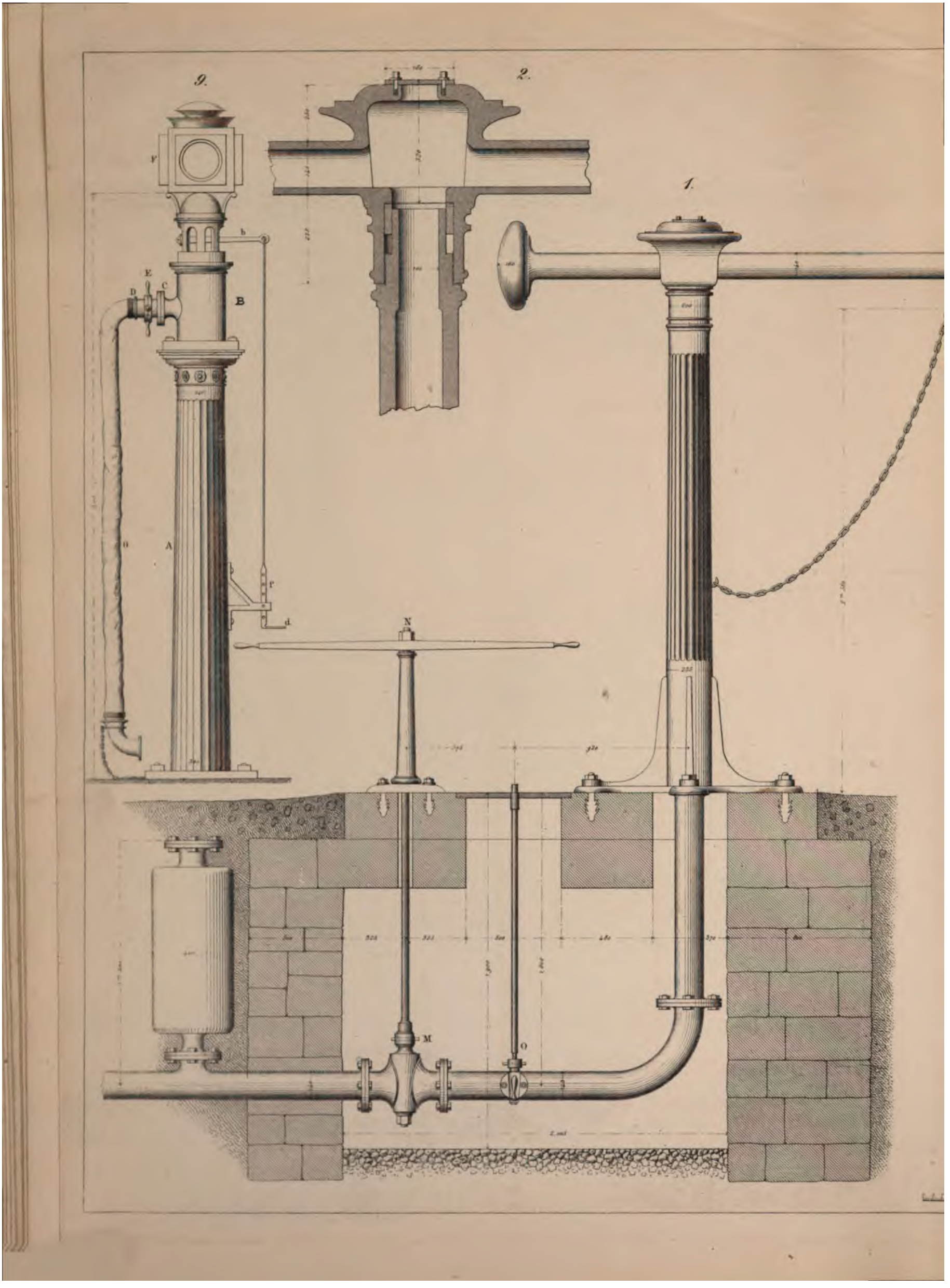
Pumpe

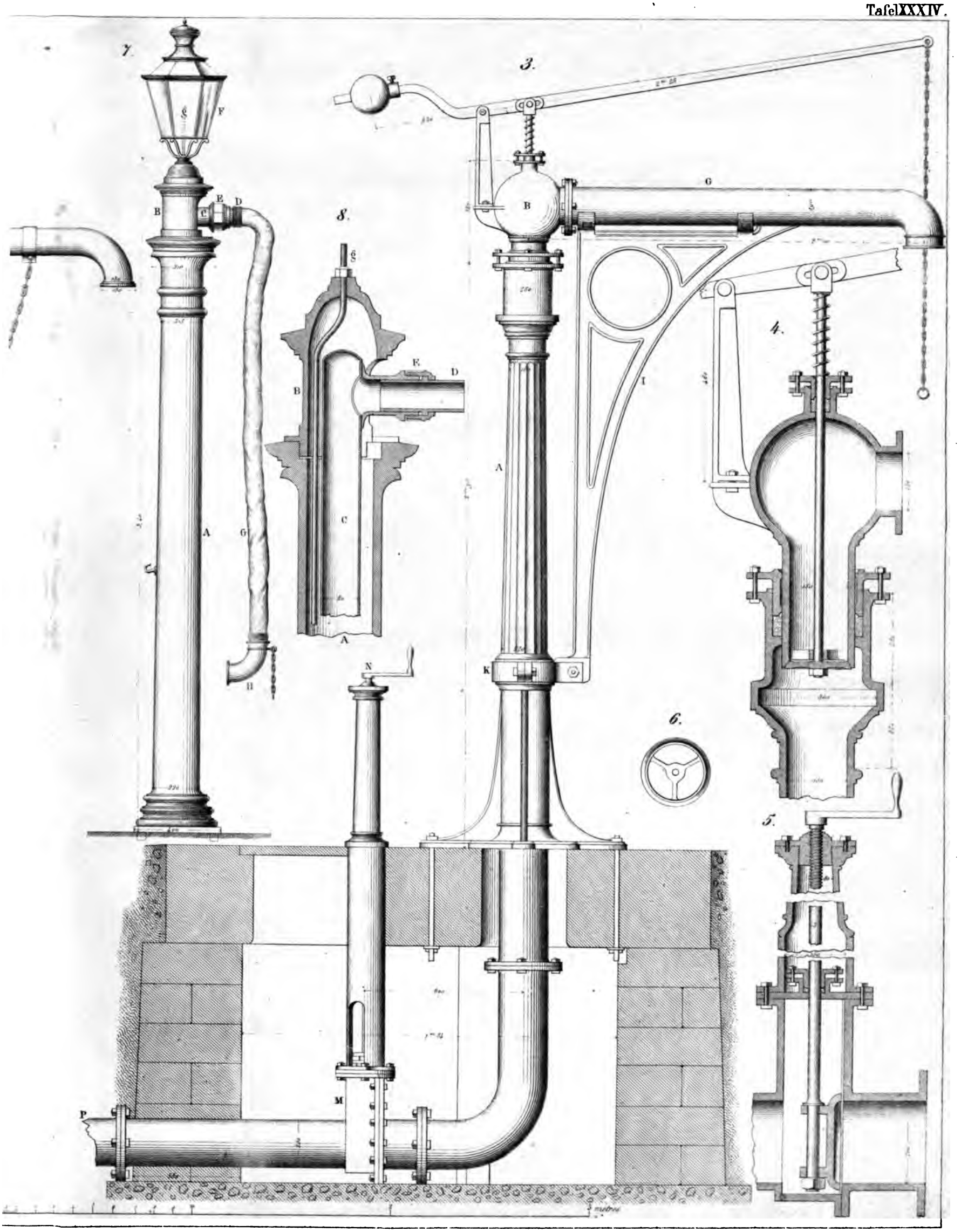
Cokes Raum

Cisternen Raum

zu 9 u 10

zu 11


9.
2.
1.
E
D
C
B
b
A
a
f
d
N
M
O


7.
3.
8.
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A
B
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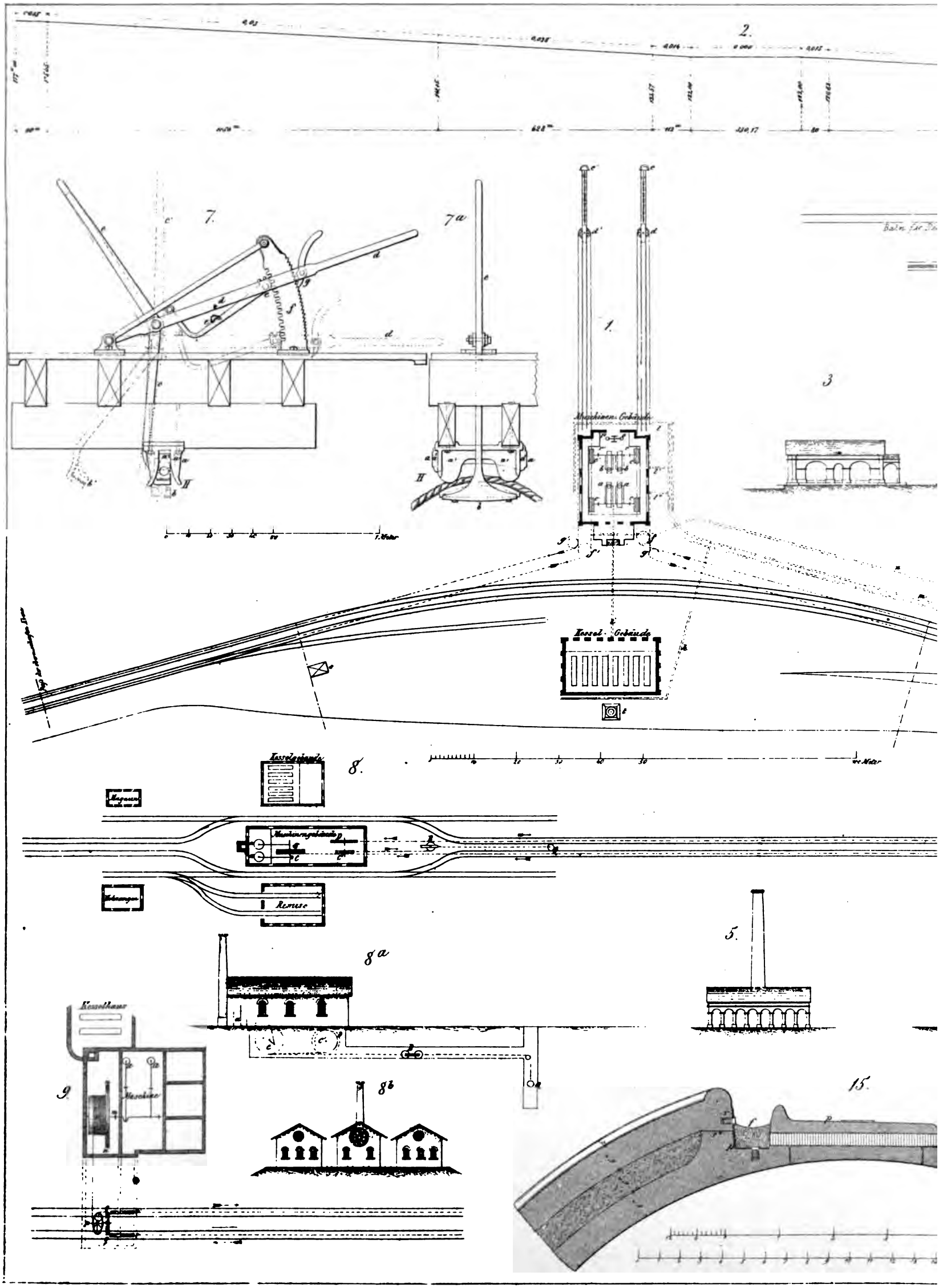
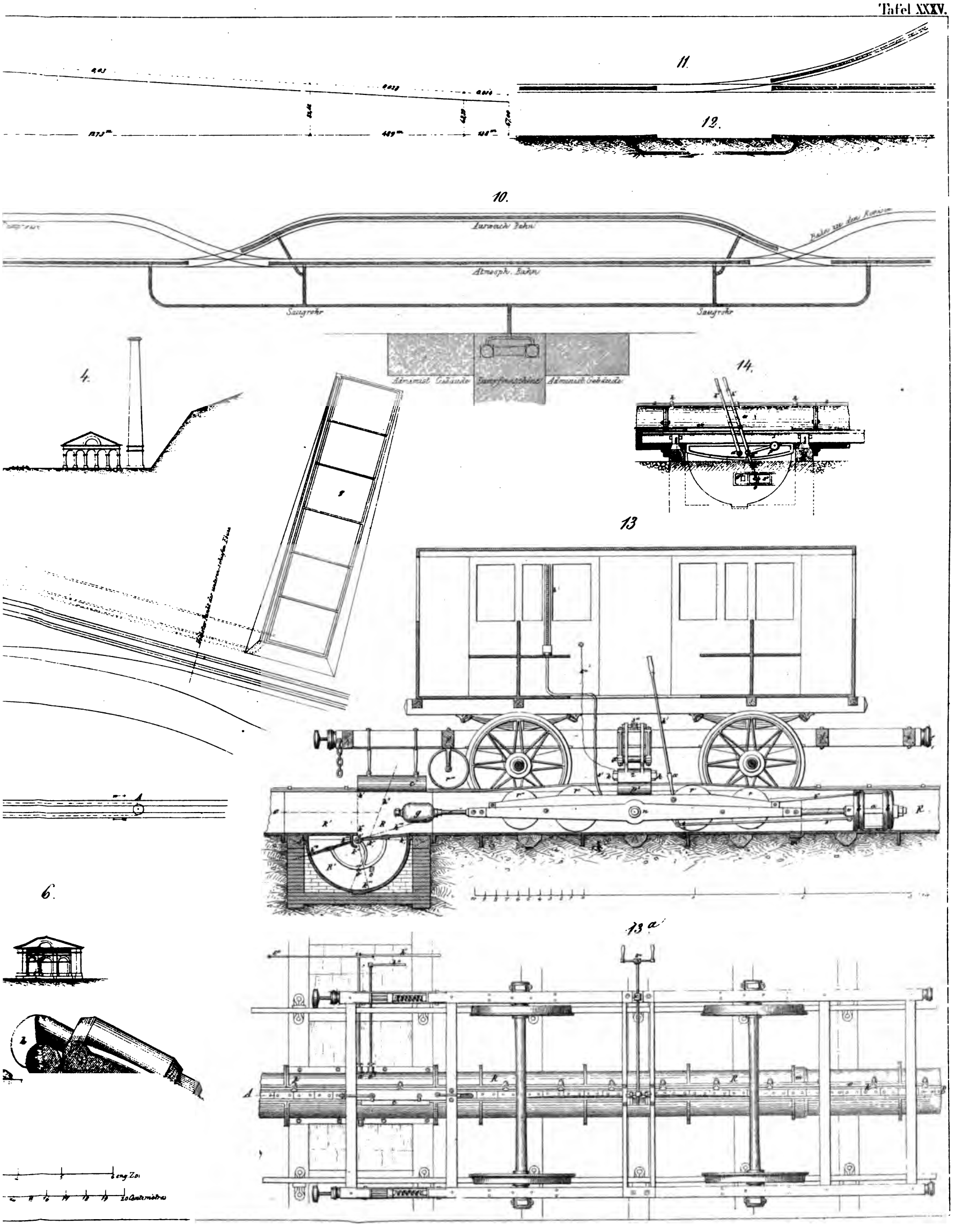
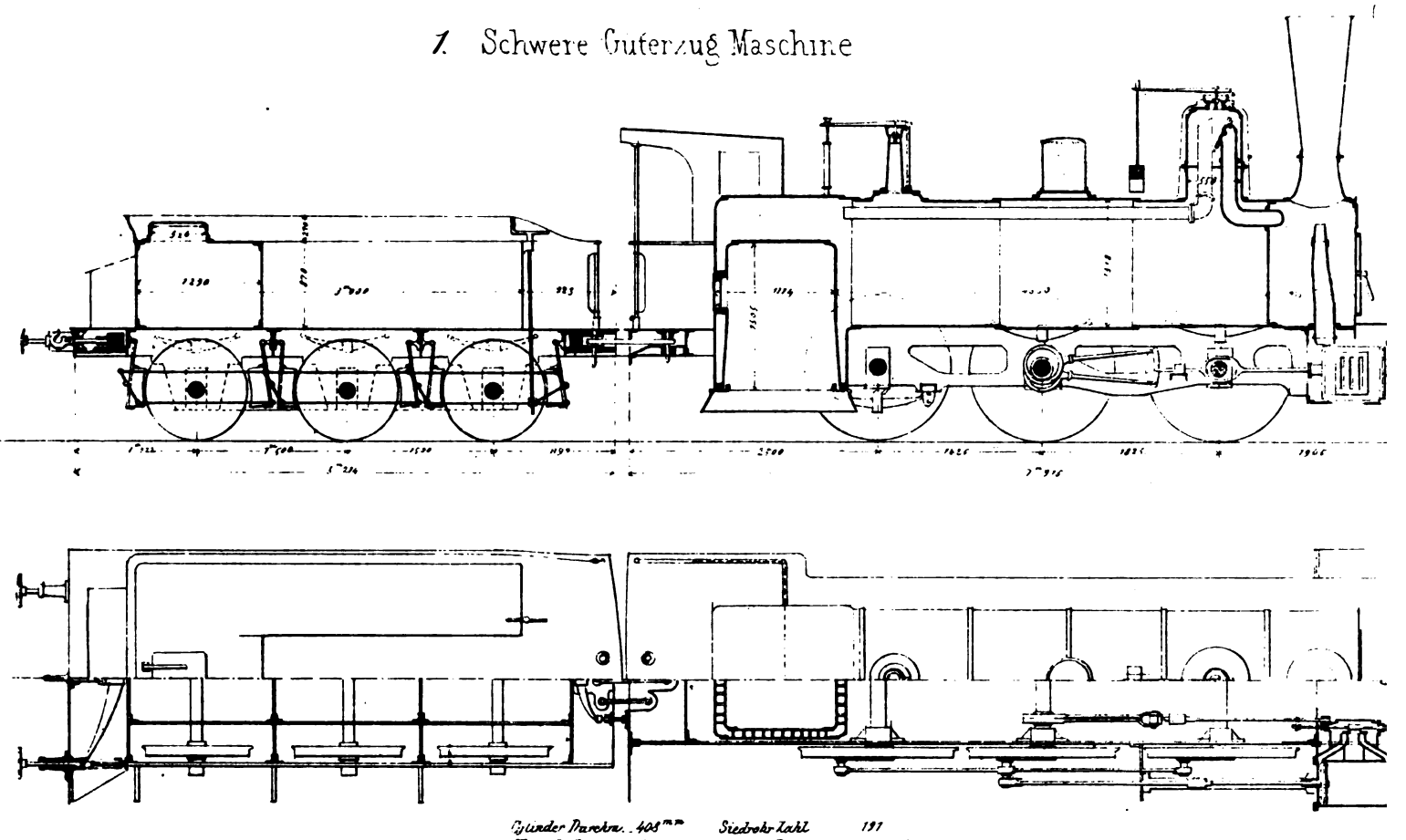
N
P


2.
7.
7a
1.
3
Maschinen-Gebäude
Kessel-Gebäude
8.
Kesselgebäude
Magazin
Maschinengebäude
Remise
8a
5.
Kesselhaus
9
Maschine
8b
15.

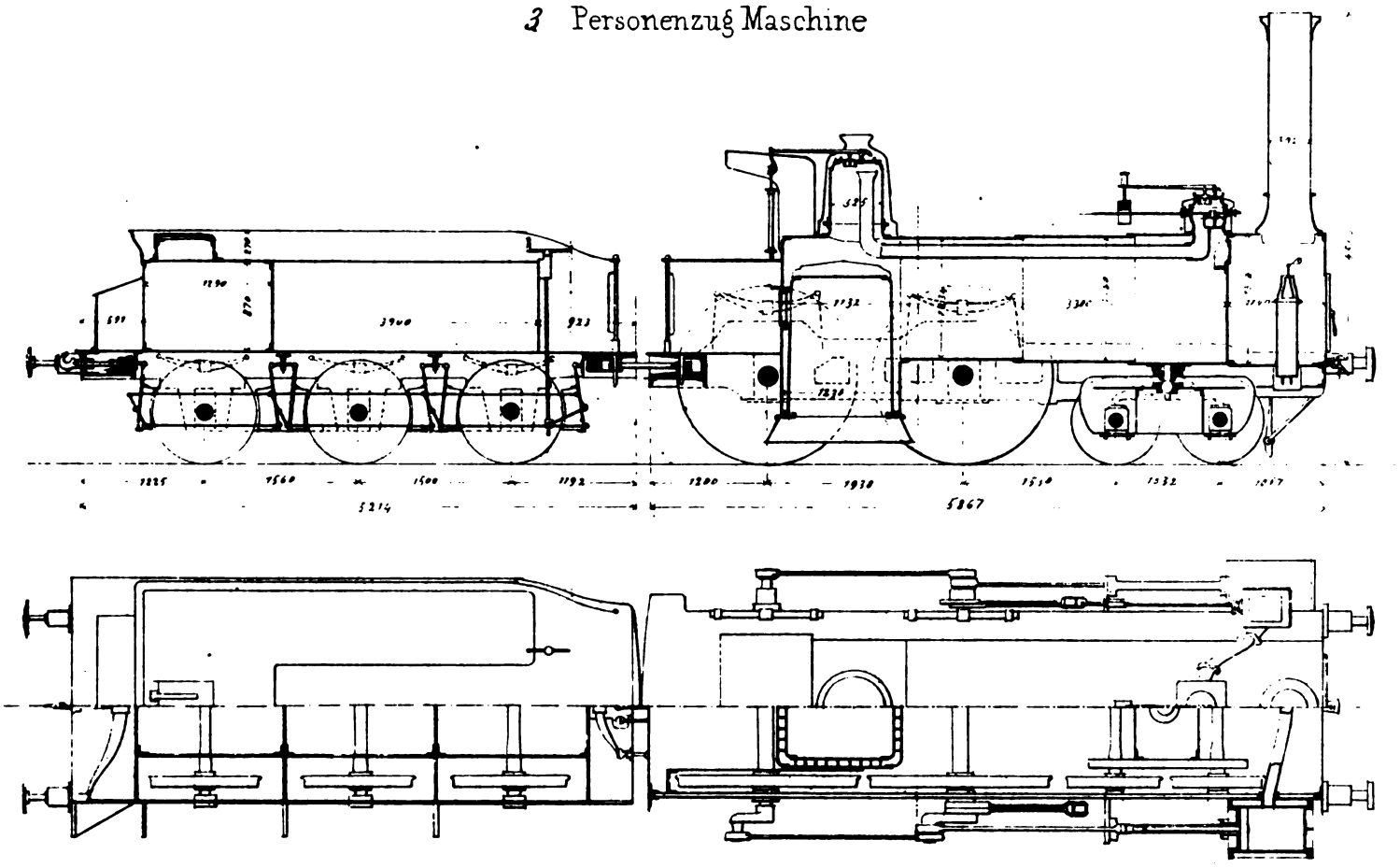

11.
12.
10.
Auswach Bahn
Bahn zu den Rennen
Atmosph. Bahn
Saugrohr
Saugrohr
Administ. Gebäude
Dampfmaschine
Administ. Gebäude
4.
14.
13
13 a
6.
eng. Zoll
20 Centimètres

1. Schwere Güterzug Maschine

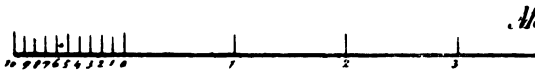


Cylinder Durchm.	408 mm	Siedrohr Zahl	191
Kolbenhub	612 .	. Durchm.	47,4 mm
Triebrad Durchm.	1230 .	Aeußere Heizfläche	127,35 □M
Keßellänge	4260 .	Zugkraft	134 Achsen
Gewicht der Maschine u. Tender mit Waßer u. Kohlen			50800 Kg.

3 Personenzug Maschine



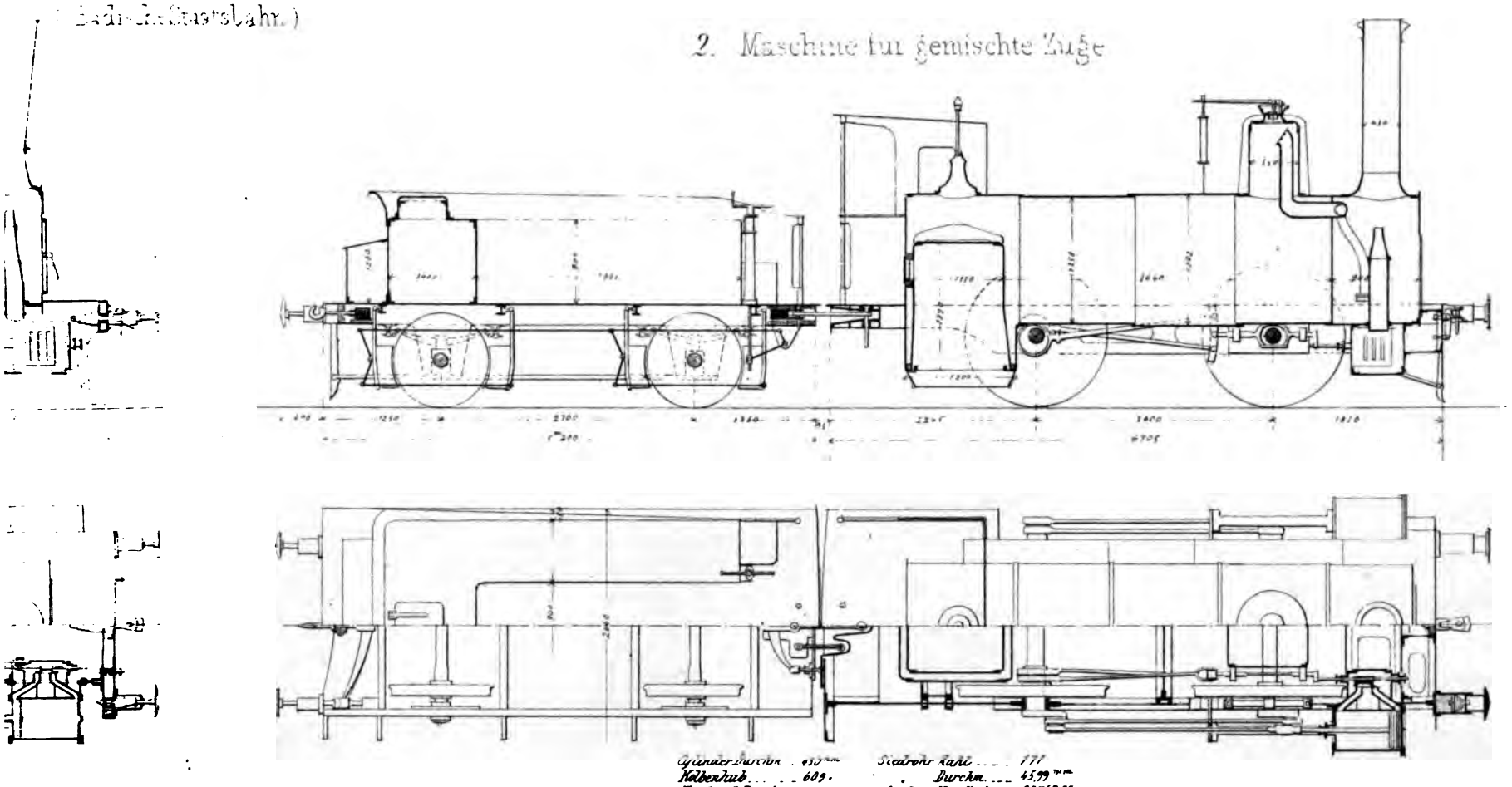
Cylinder Durchm.	405 mm	Siedrohr Zahl	215
Kolbenhub	558 .	. Durchm.	42 mm
Triebrad Durchm.	1830 .	Aeußere Heizfläche	100,00 □M
Keßellänge	3300 .	Zugkraft	45 Achsen
Gewicht der Maschine u. Tender mit Waßer u. Kohlen			44,15 Klg



Locomotive

(Badische Staatsbahn.)

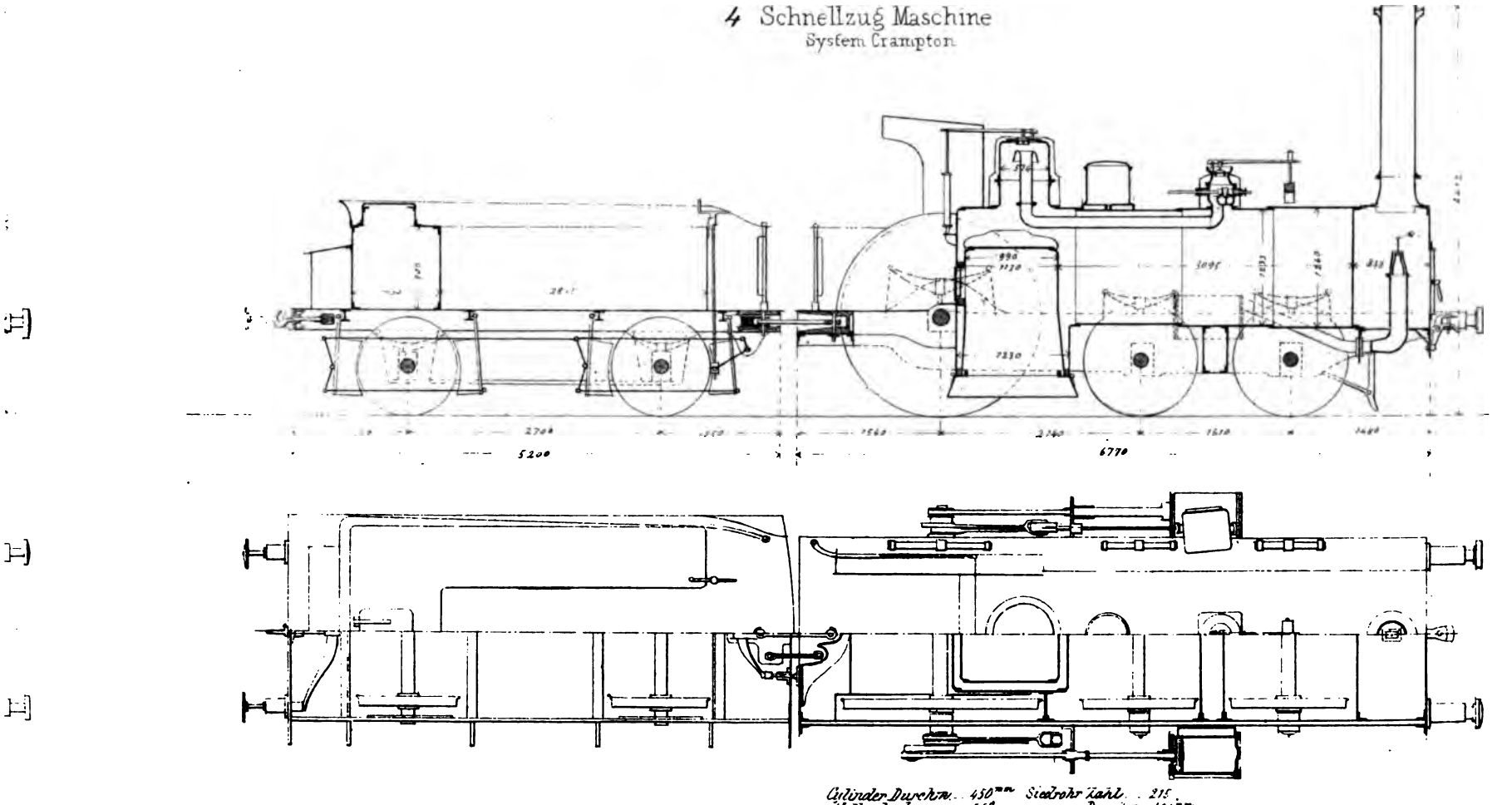
2. Maschine für gemischte Züge



Cylinder Durchm. . 450 mm Siedrohr Zahl 177
Kolbenhub . . . . . 609 . " Durchm. . . . 45,99 mm
Triebrad Durchm. 1677 . Aeußere Heizfläche . . . 95,76 □M
Keßellänge . . . 3636 . Zugkraft . . . . . 55 Achsen
Gewicht d. Maschine u. Tender mit Waßer u. Kohlen 42800 Klgr.

4 Schnellzug Maschine

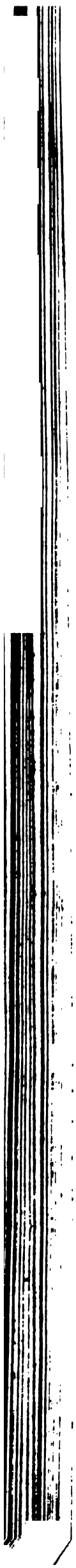
System Crampton



Cylinder Durchm. . 450 mm Siedrohr Zahl . . 215 .
Kolbenhub . . . . 558 . " Durchm. 41,4 mm
Triebrad Durchm. 2130 . Heizfläche . . . 93,6 □M
Keßellänge . . . . 3120 . Zugkraft . . . . . 40 Achsen
Gewicht der Maschine u. Tender mit Waßer u. Kohlen 42500 Klgr.

Maasstab - 1/7 d. w. Gr.

5 4 3 6 7 8 9 10 Meter



Amerikanis

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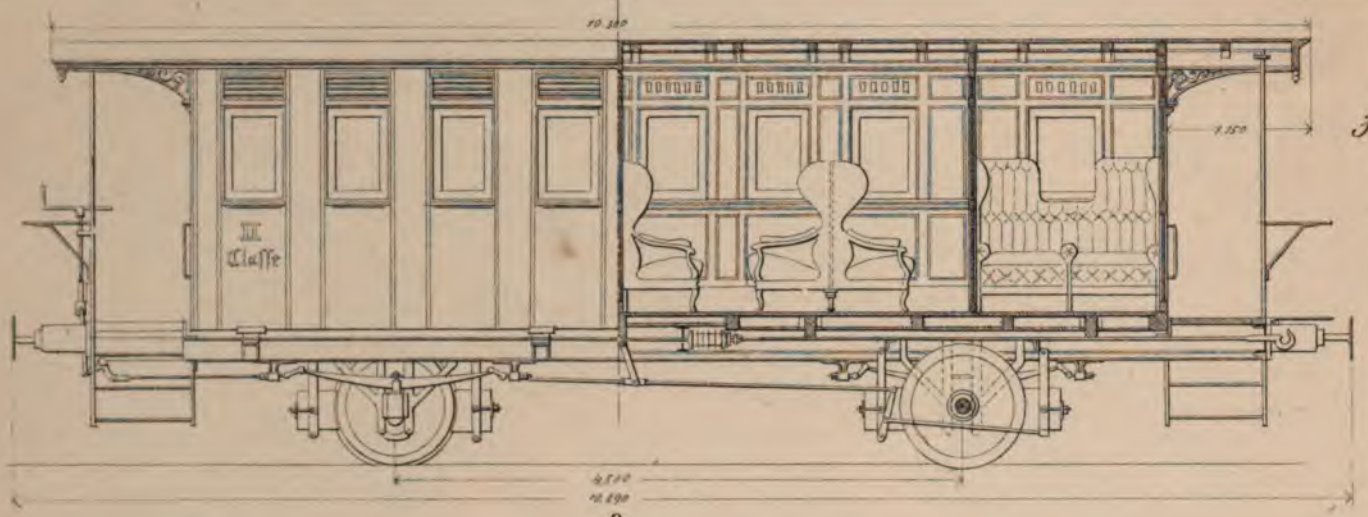

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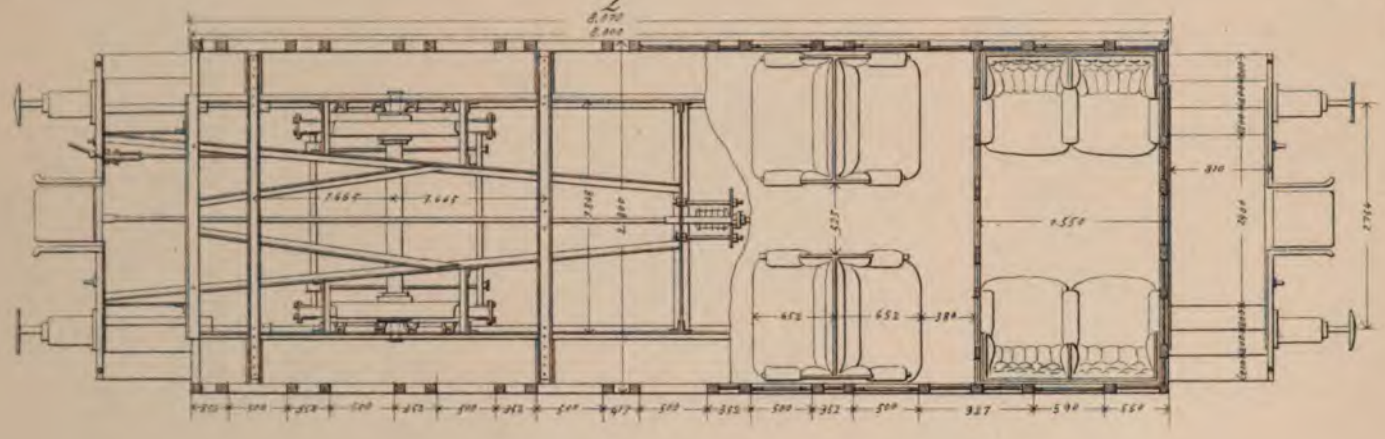
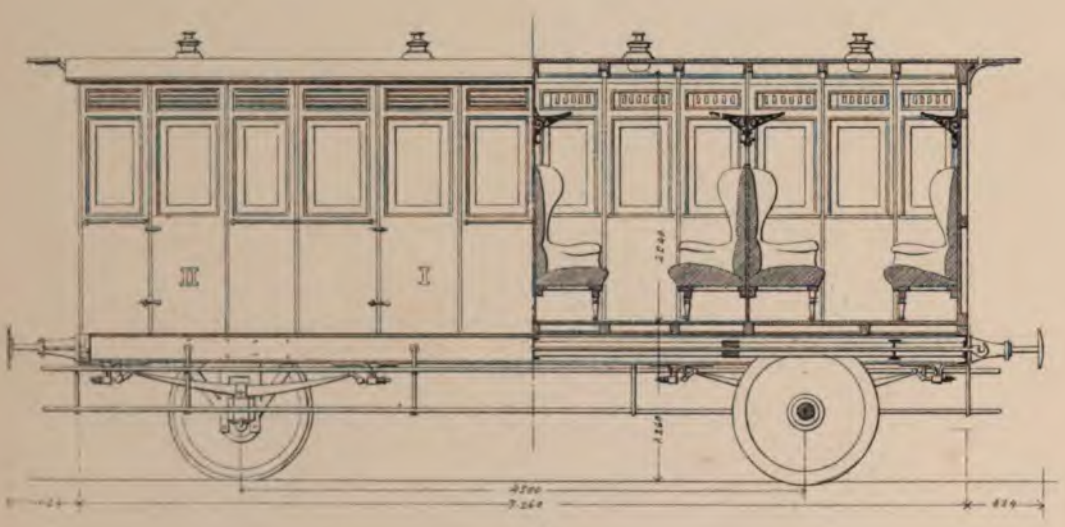


Englis

7



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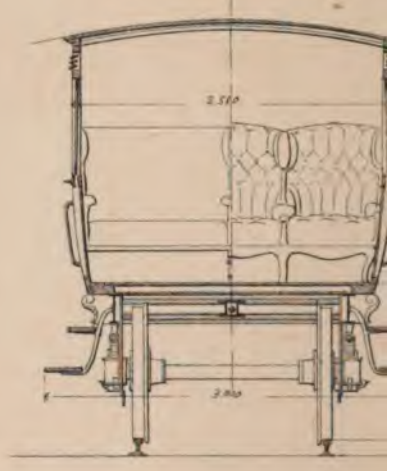

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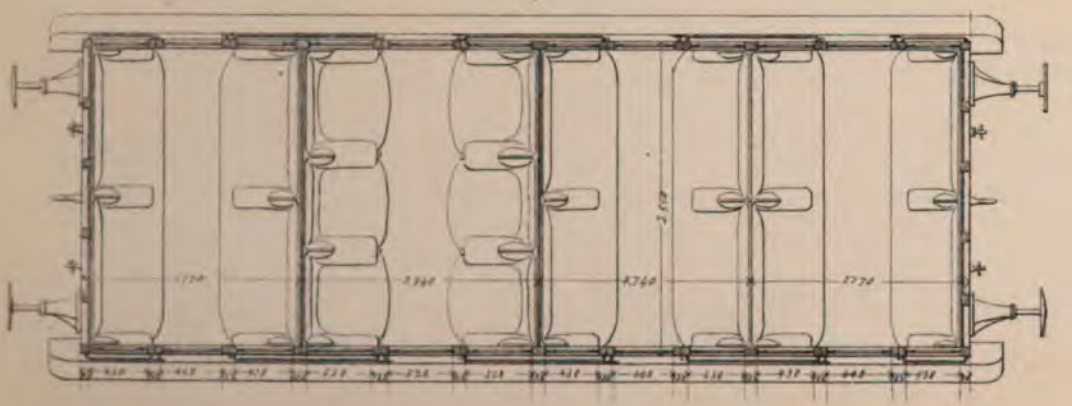

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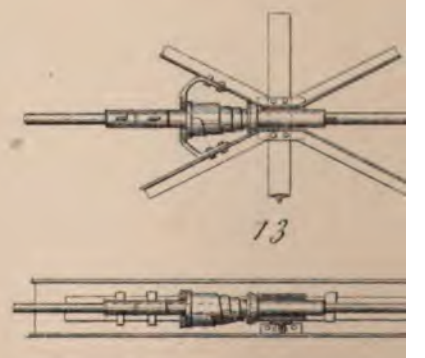

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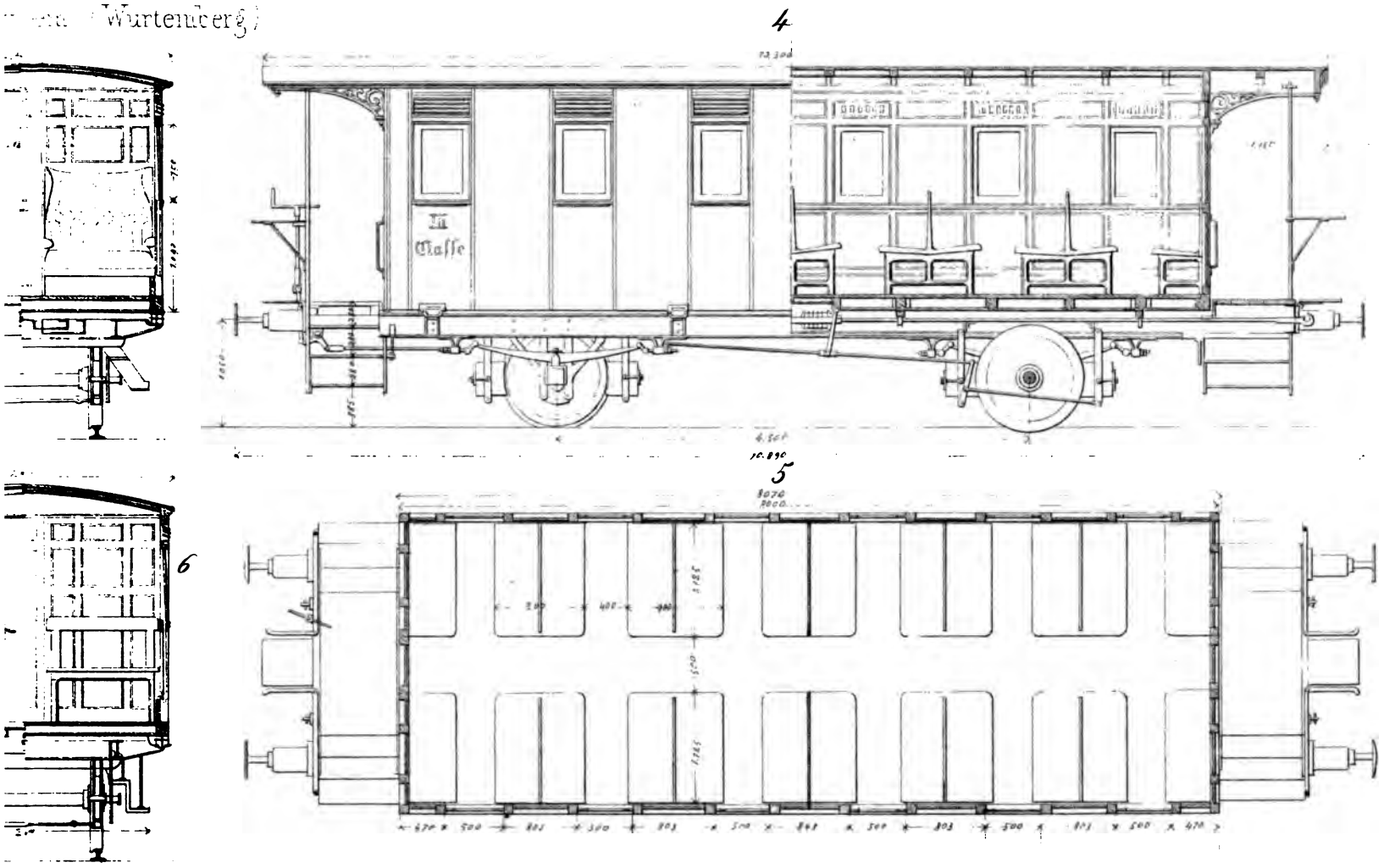
... (Wurtemberg)



...em (Baden)

Schienenpaquete

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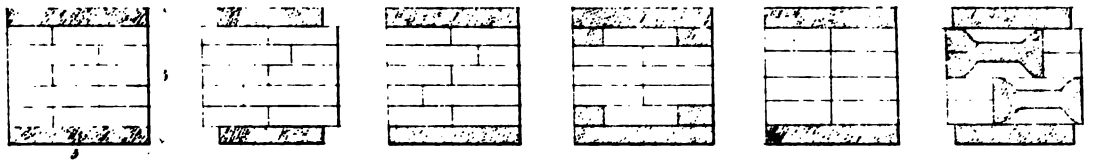

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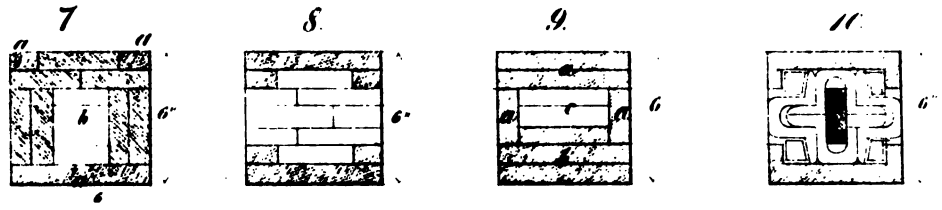
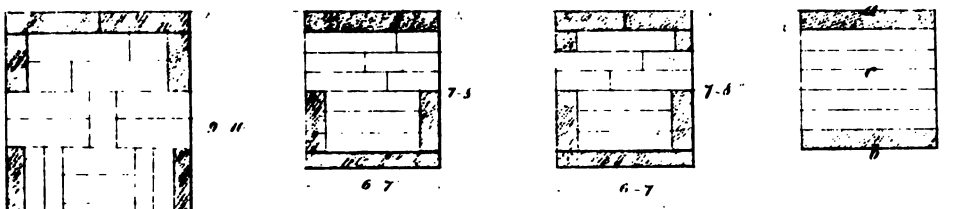
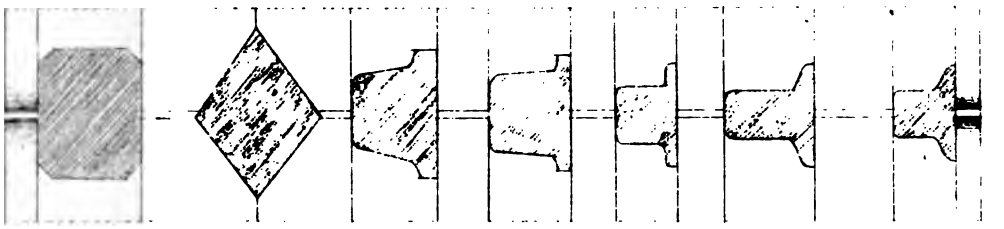


11 12. 13 14.



15. Schienenwalzen

Vorwalze



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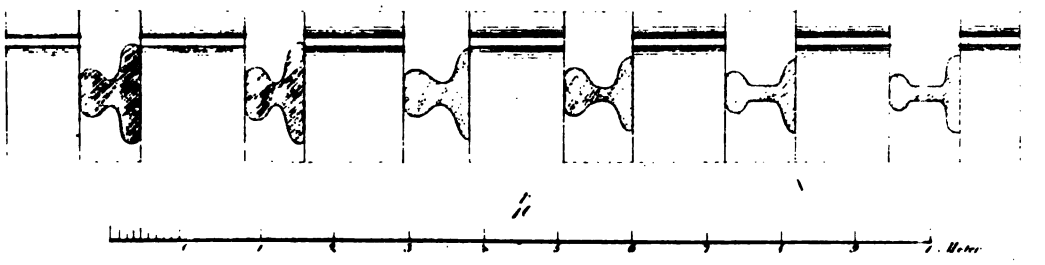
Auswalze



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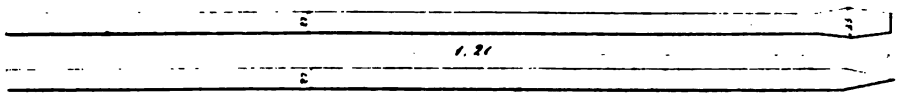

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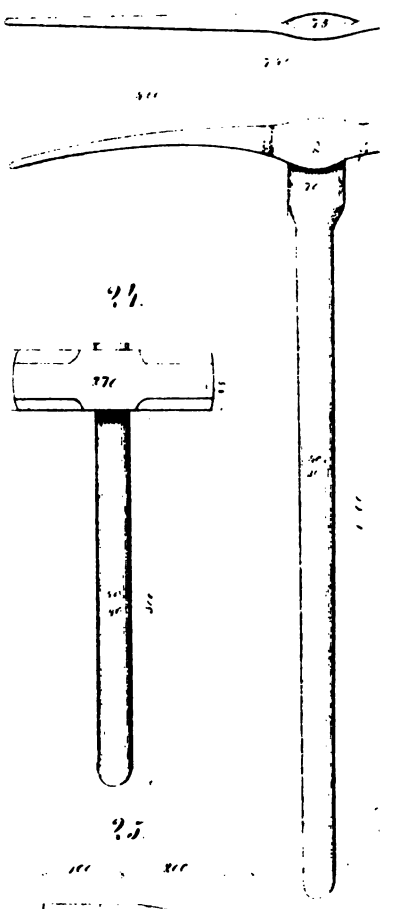

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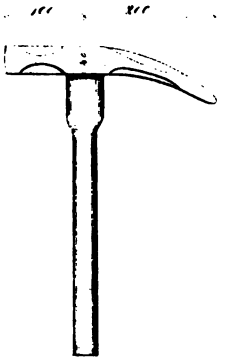
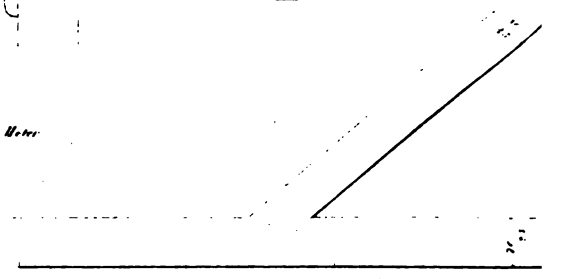
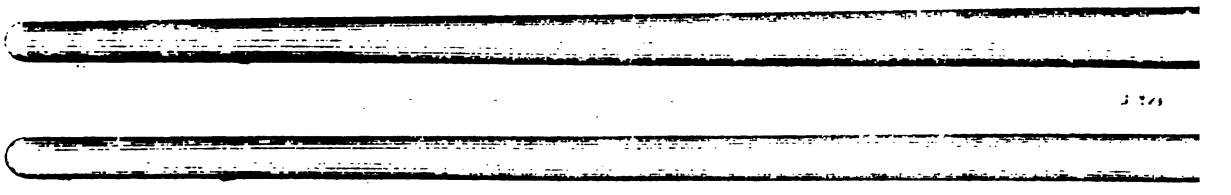
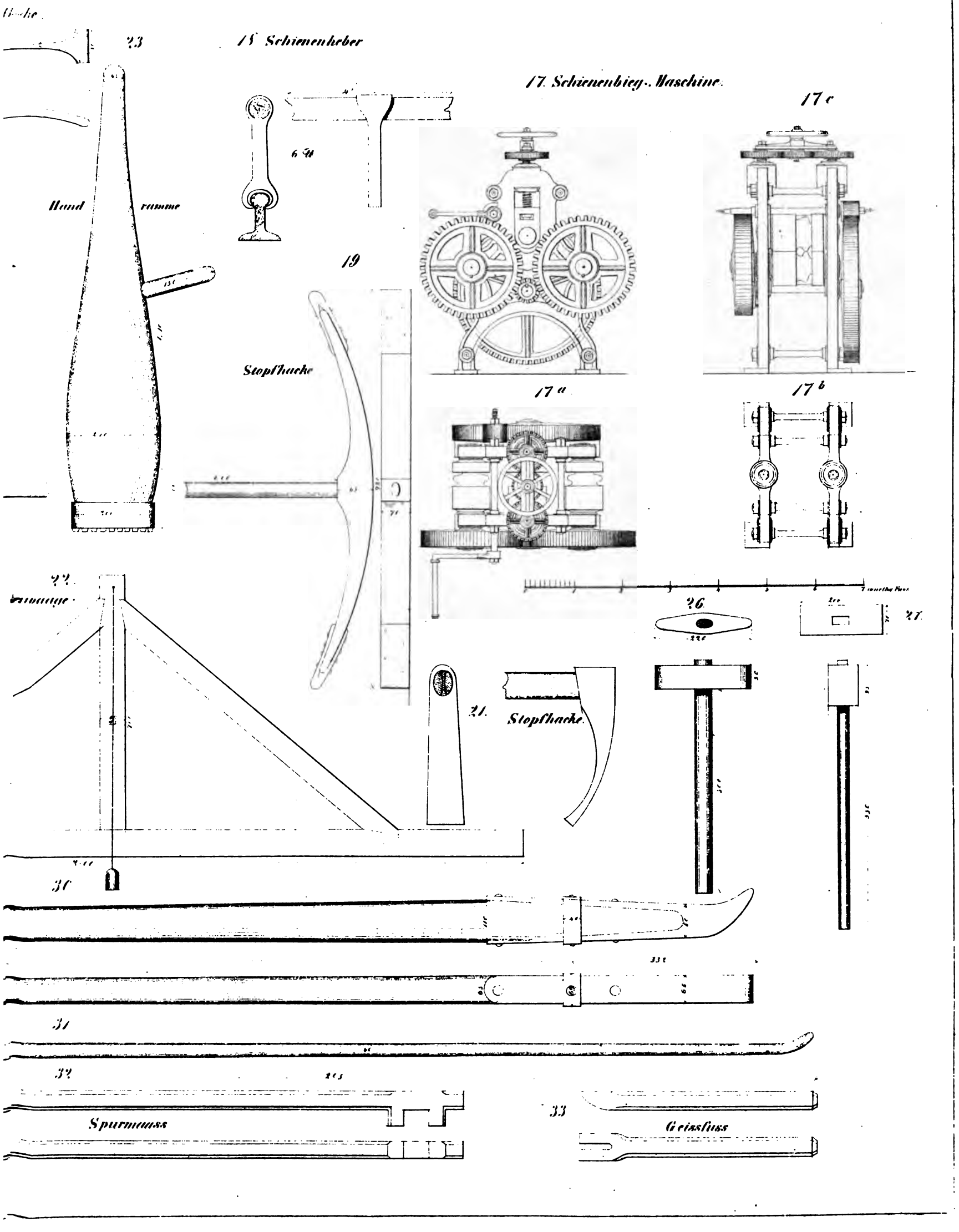




Brechstange.



19. Klobenzieher


23
18 Schienenheber
17. Schienenbieg-Maschine.
17 c
Hand ramme
19
Stopfhacke
17 a
17 b
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21.
Stopfhacke.
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Spurmaass
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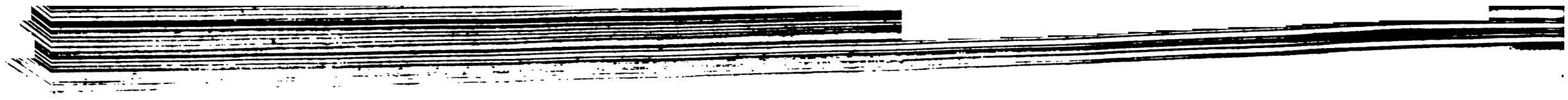
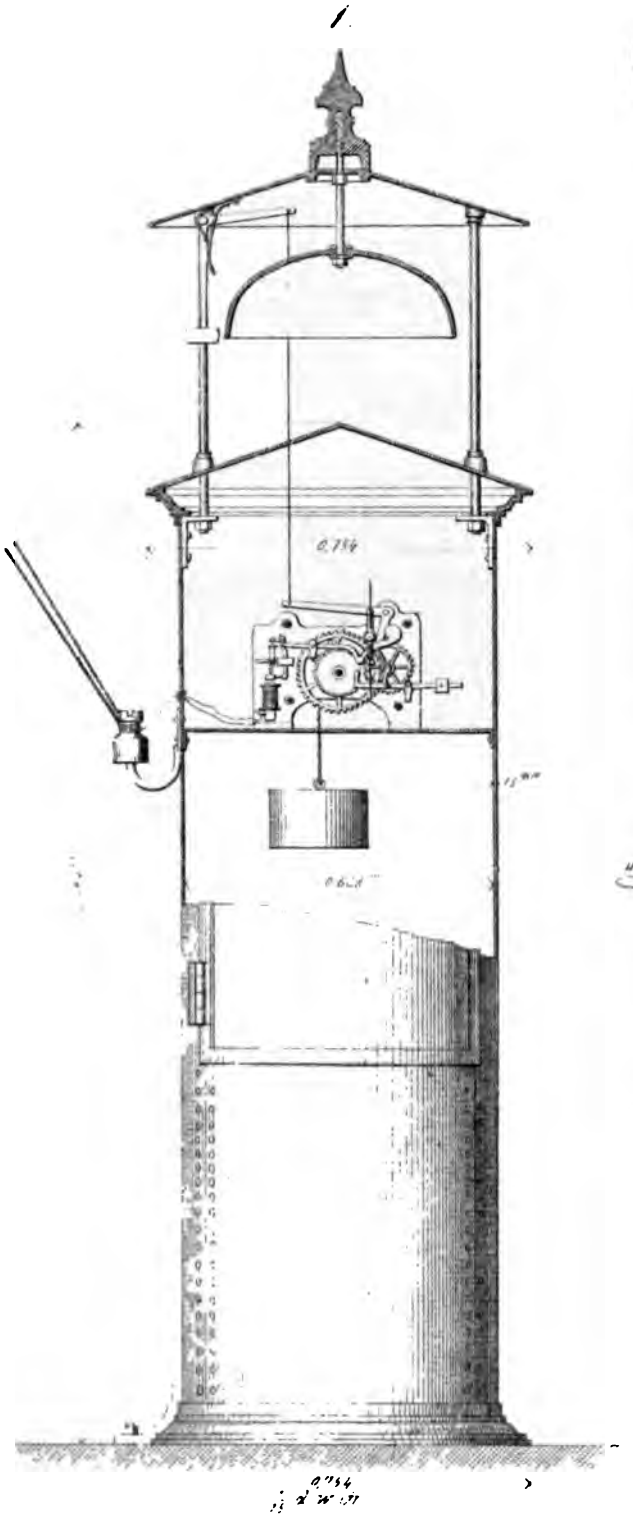
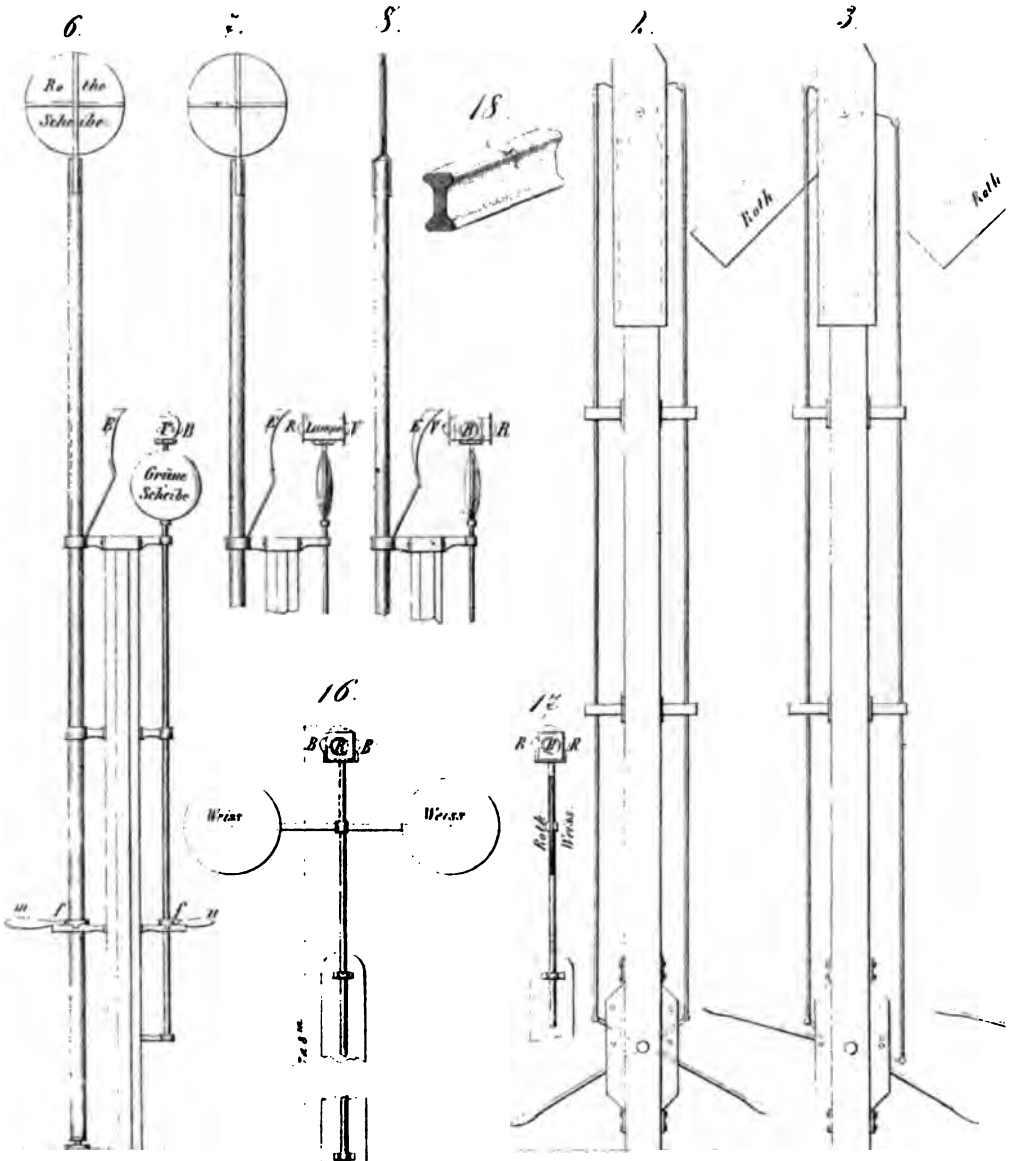
Geissfuss



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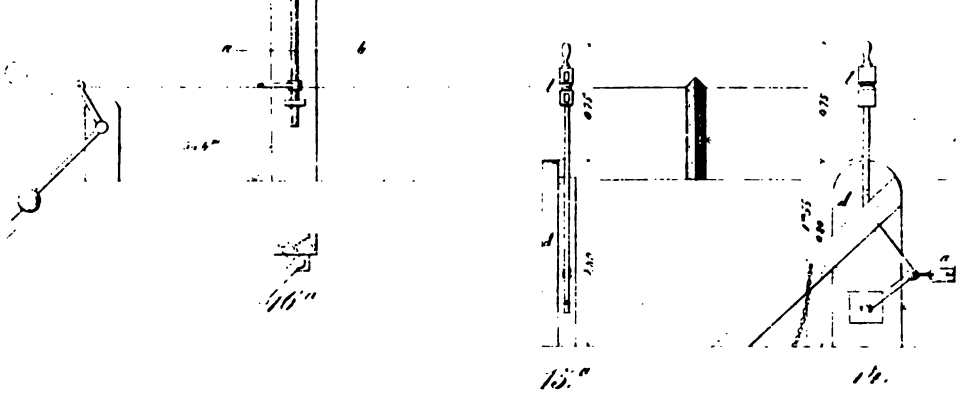

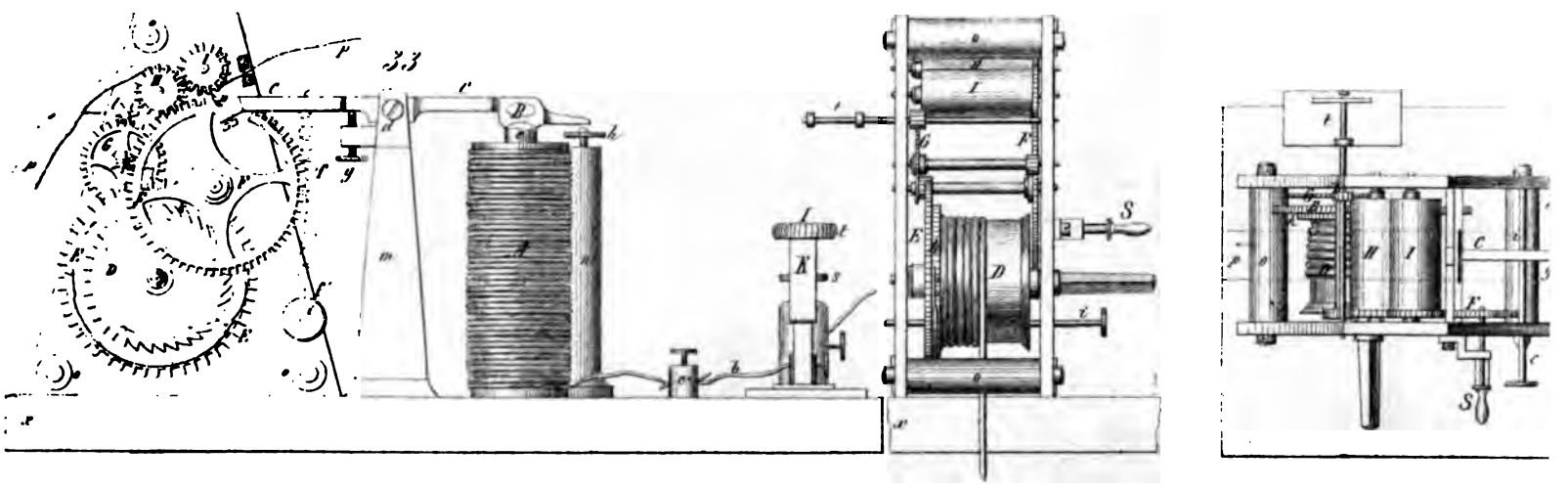

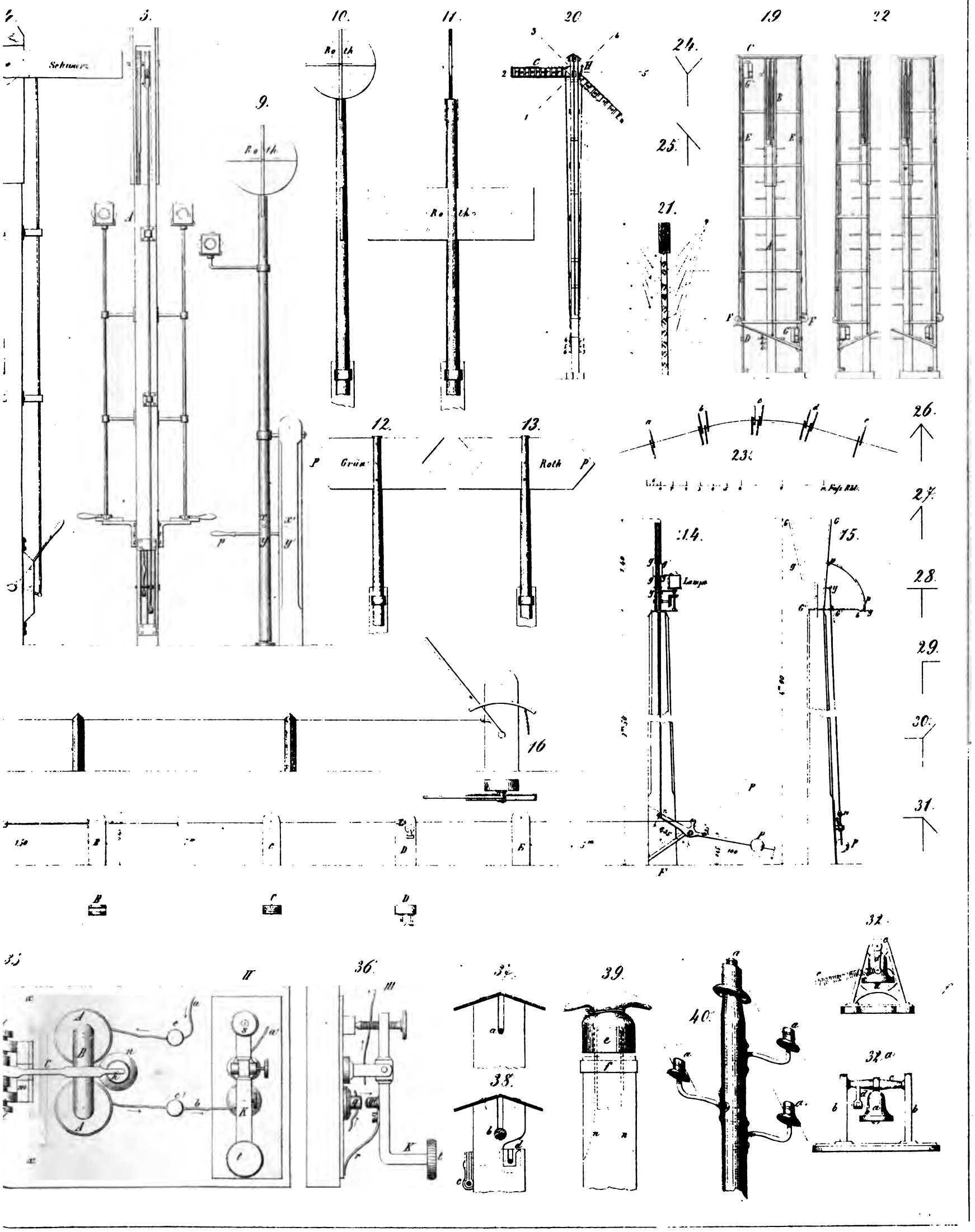
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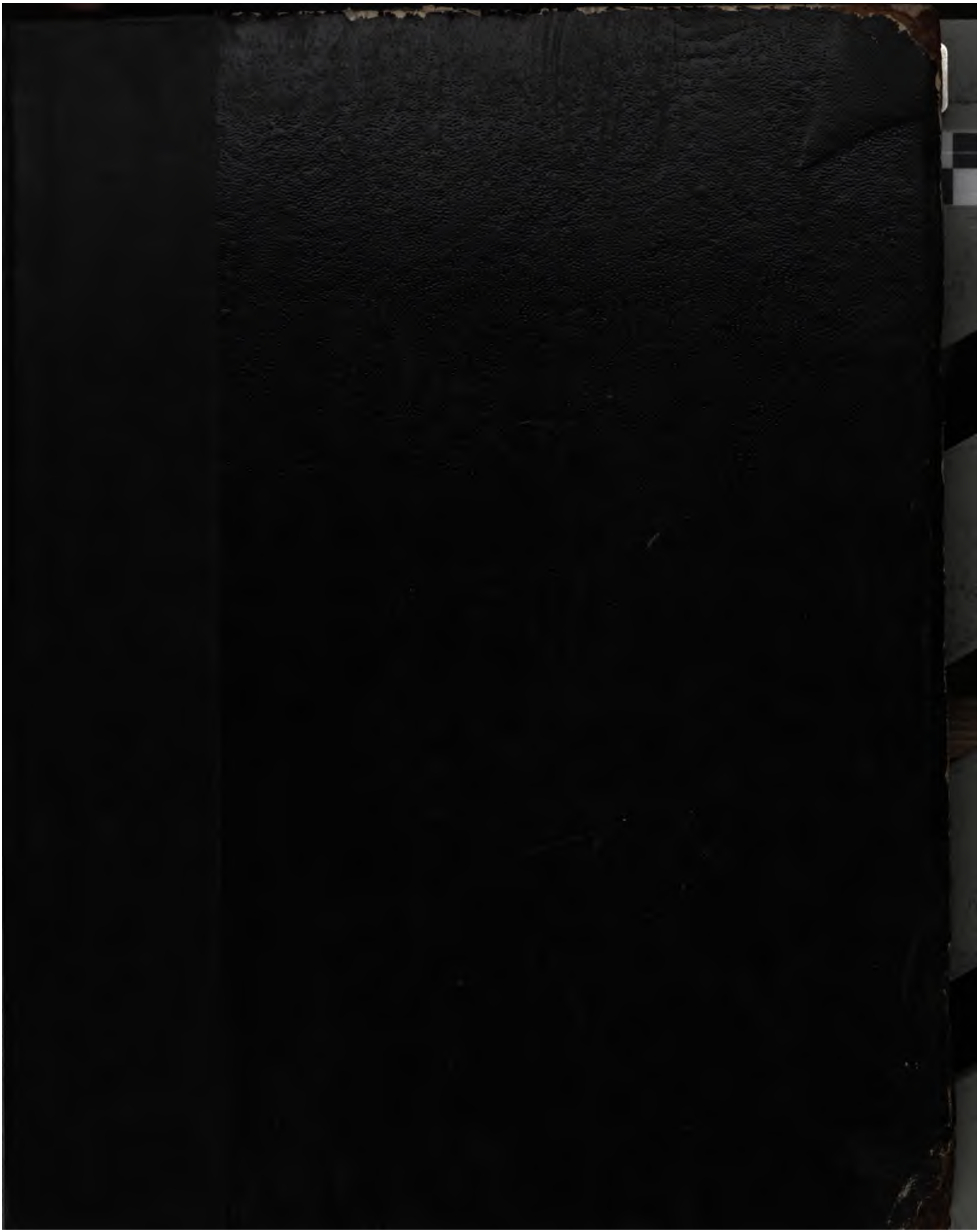
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